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The China Mail

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TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 11½d.

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HONG KONG, THURSDAY, APRIL 9, 1931.

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BRITISH FLEET TO "INVADE" GERMANY.

Courtesy Visit to Kiel or
Wilhelmshaven.

MEETING IN LONDON.

London, Yesterday.
After consultations between the Foreign Office, London, and Brighton, Lissiemouth, the Black Forest, and Bavaria, where Mr. Arthur Henderson, Mr. Ramsay MacDonald, Herr Bruening and Dr. Curtius respectively are holidaying, the date for the visit of Herr Bruening and Dr. Curtius to Britain has been finally fixed for June 5 to June 9.

It is explained that the idea of this visit originated from the conversations between Mr. Henderson and the German Ambassador in London last March, when it was informally suggested that as the British Prime Minister had had frequent conversations with the statesmen of other countries, a meeting between Mr. MacDonald and Herr Bruening, who had never previously met, would be acceptable as affording an opportunity of discussing questions of mutual interest.

The German Ministers would arrive in London on June 5, and spend Saturday and Sunday at Chequers. There would be a banquet at the German Embassy on Monday to the British Government and the Corps Diplomatique would return to Berlin on June 9. The proposal of the British Government to send the British Fleet as a courtesy visit to German ports has been heartily welcomed by the German Government and the Naval authorities. No date has yet been fixed for the visit, which will be the first since the War, but it is expected that the Fleet will visit Kiel or Wilhelmshaven.

Berlin, Yesterday.
It is stated that Herr Bruening and Dr. Curtius do not favour holding a conference with Mr. Henderson in London at the end of May. They prefer May 8, because they desire a heart to heart talk before, rather than after, the League Council meets.—Reuter.

Another Report.

Rugby, Yesterday.
The visit which the German Chancellor and the Foreign Minister, Dr. Bruening and Dr. Curtius, will pay to London, has been fixed for June 5 to June 9. Although the invitation extended to them was accepted some little while ago, the question of the date was at the time left open, owing to the difficulty of finding a period which did not conflict with the existing engagements of visitors or of the British Foreign Secretary and the Prime Minister. This difficulty was overcome to-day when it found that June 5 was the earliest mutually convenient date.—British Wireless Service.

IN BANDITS' HANDS

MISSIONARIES BEING WELL
TREATED.

Peking, Yesterday.
A letter from the American missionaries, Messrs. Nelson and Tvedt, who were captured last October by bandits, states that they are still well. Seventy Chinese prisoners are also being held for ransom by the brigands. The Americans have received medicines sent to them.

Negotiations are now proceeding as to the methods whereby cash for their ransom can be delivered, but the bandits are still demanding \$20,000 for the release of the foreigners.—Reuter.

PETROL IMPORTS.

CUT OF 33 PER CENT. TO BE
LEVIED IN U.S.?

Washington, Yesterday.
An immediate cut of 33 per cent in imports of refined petrol and 9 per cent in crude oil, until September 30, is forecast by the voluntary committee on petroleum economies.
Representative of oil producing States are meeting here in order to find ways of following the industry. Messrs. American Petroleum Institute and the American Petroleum Institute are meeting here in order to find ways of following the industry.

JUGGLING WITH THE INDIAN EXCHANGE.

Value of Rupee Not to
Be Maintained at 1/6d?

"CHAOS LIKE CHINA'S."

New Delhi, Yesterday.
The Federation of the Indian Chambers of Commerce to-day passed a resolution demanding the cessation of further Government efforts to maintain the value of the rupee at eighteen pence.

Sir George Schuster, Finance Member of the Government of India, defending the Government's policy, expressed amazement at the change in Indian commercial opinion, which now urged the Government to allow the exchange to drift. Sir George Schuster said that chaos like that in China would ensue from any attempt to juggle with the exchange, and urged the meeting not to ask the Government to wreck the future of India by asking them to do something they knew to be wrong.—Reuter.

SIAMESE ROYALTY IN JAPAN.

Received by Emperor at
the Palace.

ADDRESS IN ENGLISH.

Tokyo, Yesterday.
The King and Queen of Siam were received in audience this morning by the Emperor and Empress at the Imperial Palace. After the formal ceremony and an exchange of gifts cordial greetings were offered in English through an interpreter.

This afternoon Their Majesties will attend a flower festival to be given in celebration of Buddha's birthday.

Old and New.

A curious blend of ancient and modern, of East and West, was seen this afternoon, when the King of Siam, the only reigning Buddhist monarch, accompanied by the Queen, attended the flower festival in Hibiya Park.

Their Majesties were received by the Mayor of Tokyo, who delivered an address of welcome in English; then their Majesties burned incense before a figure of Buddha, while an aeroplane circled over the immense throngs present, dressed in all kinds of attire from formal morning clothes to kimonos.

The Emperor of Japan is giving a banquet to their Majesties this evening, after which Baron Shidehara will entertain them in a theatre party.—Reuter.

Sailing for Canada.

Tokyo, Yesterday.
The King and Queen of Siam left Tokyo at 9.35 a.m. to-day for Kamakura, where they will visit the famous Daijutsu, thereafter proceeding by motor to Yokohama. They will embark on the Empress of Japan, which is sailing for Vancouver in the afternoon.—Reuter.

LINER GROUND.

BERENGARIA HELD UP ON A
SAND BANK.

NO DAMAGE DONE.

Rugby, Yesterday.
The Cunard liner Berengaria, which yesterday grounded on a mud bank near the Isle of Wight while going dead slow in a dense fog, was berthed at Southampton to-day. After a careful examination it was found that no damage was caused, both inside and out, of the great vessel, and she will sail for New York on Saturday as scheduled.—British Wireless Service.

FRANCHISE URGED.

VOTES FOR WOMEN IN
BERMUDA?

EMPIRE EXAMPLES.

Birby, Yesterday.
The Colonial Secretary, Lord Pakenham, in a despatch to the Office of Administration in the Government of Bermuda, requests the Bermuda Legislature to consider the extension of the franchise to women.

NAVAL AGREEMENT NOT TO SUFFER.

Emphatic Speech by
Lord of Admiralty.

CLOSER RELATIONS.

London, Yesterday.
"I cannot and will not believe, after the agreement we reached in person in Rome and Paris, secured only by the hearty co-operation and goodwill of the principal State officers whom we met in both Capitals, that the agreement should now be allowed in any way to suffer," declared Mr. Alexander, the First Lord of the Admiralty, in a speech at Hull. "We shall work to the utmost to assist in consummating the agreement."

He said that the British Government desired to consummate the agreement by a legal treaty, thereby securing, firstly, the removal of a real handicap to a free, full and frank discussion of disarmament at the world disarmament conference and Geneva, and, secondly, the comparative lack of Franco-Italian understanding would be substituted by closer and more cordial relationships.—Reuter.

IMPROVEMENT IN THE KING'S HEALTH.

Recovery in a Few Days
Expected.

SLOW PROGRESS.

Rugby, Yesterday.
It was stated at Windsor Castle to-day that there was a slight improvement in the King's condition. Although His Majesty remained in his room he was not confined to bed.

The King's Physician, Lord Dawson, again drove to Windsor Castle to-day and saw the King, together with Sir Milson Rees, laryngologist, and Dr. Darty of Windsor.

To-day's slight improvement is regarded as a favourable sign following on the slow but satisfactory progress recorded yesterday, but if this improvement continues, as anticipated, it will still require two or three days before a restoration to normal health can be expected.—British Wireless Service.

Earlier News.

London, Yesterday.
An official statement says there has been a slight improvement in the King's condition.

Later.
H. M. the King is still in his room, but is not staying in bed. He is benefiting from the improved weather and bursts of sunshine. It is emphasized, however, that the bronchial condition will inevitably take some time to clear up, and if the improvement be continued it will be still at least two or three days before His Majesty will be completely recovered.—Reuter.

BRITISH WARSHIP FIRED ON.

Mutiny of Chinese
Garrison.

FIRING ON YANGTZE.

Peking, Yesterday.
A recurrence of the firing on ships on the Yangtze is reported.

The Yangtze Rapids Co's s.s. 'Iling' has been heavily fired on from both banks, sixty miles above Ichang, and was struck several times. A Chinese member of the crew was seriously wounded.

H.M.S. Gnat has also been fired on.

It is reported that the garrison at Peking have mutinied, and it is believed they were responsible for the firing. Government troops from Ichang have been sent to suppress the mutiny.—Reuter.

the local franchise, which would bring it into closer conformity with contemporary British institutions elsewhere. The registered electors in Bermuda are less than six per cent, and also that throughout the Empire the franchise has been very generally granted to women.—British Wireless Service.

AMERICAN ESCORT COMING.

To Take Back Wanted
Woman.

ALLEGED EMBEZZLEMENT.

Mrs. Jeng Shee, against whom the Crown is seeking extradition for the alleged embezzlement of \$25,000 from California, made yet another appearance before Mr. Schofield in the Central Police Court this morning.

Mr. F. H. Loseby was for the defence.
Mr. T. Murphy, A.S.P., representing the Crown, said that they were in possession of an official letter from the American Consul to the effect that an agent is expected to arrive in Hong Kong on May 2.

STOP PRESS

Boston, Yesterday.

The profits of the Ford Motor Company for 1930 total \$44,460,000, compared with \$81,797,000, for 1929.—Reuter's American Service.

The documents relating to the case had been passed from Washington to the State authorities in California.

His Worship observed that he had better remand the woman for another week.

Mr. Loseby remarked that the Treaty was made with the Federal Government in Washington. He did not know they could delegate authority to a State, which was a rather curious procedure.

Mr. Murphy said that it was natural that the papers, affidavits, escort and identifier should come together to Hong Kong.

Mr. Loseby indicated that had the American authorities sent an escort in the first place his client would have been there by now.

He again raised the question of bail, and submitted that the Secretary of State for Foreign Affairs had been informed that his Worship had allowed bail to the fugitive, and there had been no comments on it since.

"I think it is a miscarriage of justice that my client should be kept in prison under these circumstances," declared Mr. Loseby.

His Worship: I refuse to take the risk of decreasing the bail fixed in the sum of \$75,000.

Defendant was accordingly remanded.

CASE DISMISSED.

ALLEGED POSSESSION OF FALSE
LIQUOR LABELS.

NO EVIDENCE.

At the Central Magistracy yesterday afternoon, Mr. W. Schofield opened hearing in the case in which it was alleged against Ho, Shun-hing, licensee of the Nam Hing Loong wine shop, 97, Queen's Road Central, that he had made structural alterations to his bonded warehouse, and possession of 143 false liquor labels. Mr. H. A. Taylor, Assistant Superintendent of Imports and Exports, conducted the case for the prosecution, whilst Mr. F. C. Jenkin (instructed by Messrs. d'Almada and Mason) was for the defence.

Hearing Resumed.

At the resumed hearing this morning, after Mr. Taylor, Mr. E. L. Alves (Secretary of the Hong Kong Printing Press) and Mr. Fajardo (engraver) had given evidence, the Magistrate held that the first charge had not been proved. There was no evidence of structural alteration since the premises were taken over as a go-down. He dismissed the charge.

Referring to the charge of possession of false labels his Worship held that evidence as to the custody of the engraved stone would not be very material, considering the absence of labels. Furthermore, Mr. Taylor could not prove labels issued by the Import and Export Department further back than 1929, and therefore the charge would also be dismissed. His Worship said that he would comment on the Department's failure to keep a record of all genuine labels issued.

CHECK IN DECLINE OF PRICES.

Downward Movement
Nearing An End.

UPWARD TREND.

Rugby, Yesterday.
A further check to the rate of decline in wholesale prices as measured at the Board of Trade is shown by the index number for March. The index is returned at 63.7, a fall of only 3 per cent. from February. This is the smallest monthly percentage decline recorded by the Board since the downward movement began in October, 1929, and follows on the previous smallest fall recorded last month of 6 per cent. There has been a fall of 15 per cent. since March last year.

The figures suggest that the downward movement of wholesale prices, which has been a marked feature of the world economic crisis, may be nearing an end and that the upward trend to which economists look for reviving enterprise and stimulating industry, may be within sight.—British Wireless Service.

LADY MISSIONARY'S DEATH.

Authority on the Loi
Tribes.

37 YEARS IN CHINA.

Miss Katherine L. Schaeffer, who died in the Matilda Hospital yesterday, was born in Paris, Kenosha County, Wisconsin, on March 1, 1867. She received her education in the public schools, a State normal school, and the University of Wisconsin, and taught several years in her native State.

In 1894 she was accepted by the Board of Foreign Missions of the Presbyterian Church in the U.S.A. and came to the island of Hainan, where she spent many happy, fruitful years of service. She was an exceedingly good student of the Chinese language, and excelled in pioneer work among those who had never heard the Gospel. In Hainan her name is inseparably linked with those of Mr. and Mrs. C. C. Gilmann, and the Rev. F. P. Jenkinson, and others who itinerated throughout the southern interior of the island.

She had great interest in the aboriginal Loi tribes and wrote a number of articles about them and their languages and customs. For many years she was a regular correspondent for the North China Herald.

The trying times of the past few years were a challenge to her faith, and she was always eager, after any enforced evacuation, to return to the mission compound at Kachek Hainan, her home since Boxer year.

Returning from furlough early in 1931 she was again stricken with the disease for which she underwent a severe surgical operation in 1929, and she spent her last weeks in the Matilda Hospital in Hong Kong.

She leaves to mourn her going two sisters, a sister-in-law, and a number of nieces and nephews, all in Wisconsin, and a host of friends, both foreign and Chinese. The American Presbyterian Mission in Hainan will greatly miss her, particularly in the work among the non-Christian women and the transient callers at the mission compound, to whom she presented the Gospel faithfully and well.—Contributed.

GRAVE INDUSTRIAL SITUATION.

43,000 Men Locked Out
in Norway.

DANISH TROUBLE.

Copenhagen, Yesterday.
The threatened lock out of 50,000 men has been postponed to April 20. Negotiations for a settlement are continuing.

Lock Out Begins.
The postponed lock out concerns 60,000 Danish workmen. On the contrary, Norwegian workers are not fortunate. Oslo reports that a lock out of 43,000 men began to-night.—Reuter.

EFFECT OF REVOLT ON PORTUGAL.

Madeira Rising Not
Echoed in the Capital.

LISBON PATROLLED.

Lisbon, Yesterday.
The Wednesday afternoon revolt in Madeira had no reaction in Portugal, which is quiet, although the streets of Lisbon are being actively patrolled and the Capital is seething with rumours. Two transports, crowded with troops, all armed with war material, and four seaplanes destined for Madeira, are still under steam. Nothing is known as to when they are to start.—Reuter.

British Residents Safe.

Rugby, Yesterday.
The British cruiser London reached Madeira to-day, having been sent to safeguard the interests of British residents during the present disturbances in the island. The London found conditions quiet and no anxiety need be felt for the safety of the British community.—British Wireless Service.

MAGISTRATE DIES OF WOUNDS.

Indian Official Shot
in Midnapore.

MISCREANT ESCAPES.

Midnapore, Bengal,
Yesterday.

Mr. James Peddie, the District Magistrate here has succumbed to the five bullet wounds fired by an unknown assailant, who escaped.—Reuter.

[An earlier message stated:—Mr. James Peddie, the District Magistrate of Midnapore, has been rushed to hospital in a critical condition, suffering from five bullet wounds, received in a murderous attack by an unknown assailant. The miscreant escaped. Mr. Peddie was visiting an educational exhibition at a local school when the outrage occurred.]

OUR YOUNG ACTORS

ST. ANDREW'S CLUB PRESENTS
TWO PLAYS.

FARCE AND COMEDY.

Two plays, "The Grand Cham's Diamond," a farce by Allan Monkhouse, and "No Servants," a comedy by Gertrude Jennings, were presented by members of St. Andrew's Dramatic Club in the St. Andrew's Church Hall last night to a crowded house.

Messrs. Rupert Baldwin, A.T.C.L., J. W. Baldwin, R. Dormer and S. A. Sweet contributed to a musical programme. Mr. Sweet was warmly applauded for a monologue on Tai Wan bathing beach.

Comical Play.

The first play was extremely comical, and showed how the quiet living of a lower middle-class family is suddenly broken one evening by a priceless diamond crashing through a window. J. W. Baldwin was excellent as Mr. Perkins, whilst Rita Cole as Mrs. Perkins, and Althea Hirst as Polly Perkins, acquitted themselves well. W. Tillery as the detective, Albert Watkins, and Reginald Woolley as the Man in Black rendered fine support.

Touch of Humour.

There was a fine touch of romance and humour in the second play, Victoria, Lady Streetly (capably engaged by Maud White) was deserted by her servants, and was left with the unexpected problem of having to cook a meal for the Hon. Francis Mayfield of the Foreign Office (admirably enacted by Reginald Woolley) who is to leave England for West Africa the following day. Ellen Bliss as Mrs. Sparrow (cook), Phyllis Woolley as Harris (parlourmaid), Dorothy Baldwin as Maud (kitchenmaid), and Amelia Lendell as Agnes (scullerymaid) supported the cast splendidly.

WILL CHICAGO BE SWEEP CLEAN?

Ambitious Task Set by
New Mayor.

GANGSTERS DOOMED.

New York Yesterday.
The only gunplay following "Tony" Cermak's victory was rocket shooting at the stars, hence the London Editor who telephoned to the Chicago Police headquarters enquiring how much bloodshed there had been, was surprised to learn that there had been none.

Another London paper sent a special correspondent to Chicago to telegraph the full toll of expected fatalities in electoral street battles, but there was none.

The latest figures show that Cermak's margin of victory was 191,900, which is unprecedented in Chicago's history.

Cermak, in a speech, said that Chicago would not be disappointed in his administration, adding: "This begins a new day for Chicago. Gangsters, muddled finances, and City Hall hippodroming will cease. We shall set ourselves the task of preparing the City for the successful centennial exhibition of 1933."

Bullets and Bombs.

Chicago, Yesterday.
Bullets and bombs (aimed for once harmlessly at the stars) cracked far into the night in celebration of Mayor Thompson's collapse by Anton Cermak. The latest figures, 687,529 votes against 476,613, represent a record Mayoral majority in Chicago's history.

Thompson, on the verge of exhaustion, accepted the result sportingly, and telegraphed congratulations to his ex-minister opponent; and told an interviewer that "in spite of the result I shall continue to uphold the teachings of George Washington."

Reforms Likely.

Thompson's ejection by the Bohemian immigrant Cermak, who made a fortune through speculation, has followed a campaign unparalleled in invective.

"Big Bill's" repertoire included, "Jew baiter, Hun, catspaw of international financiers," to which Cermak replied in the comprehensive phrase "blubbery hippopotamus, defending gangsters, crooked contractors and blood-sucking jobbers."

Cermak's reply to Thompson's congratulatory was a demand that the latter hand over the administration immediately, to enable an early start on spring cleaning in the city.

Of only five wards standing by Thompson, one was the Negro quarter and another the underworld section called the "bloody twentieth." — Reuter's American Service.

STARVING AMERICA.

OVER TWO MILLION FED BY
THE RED CROSS.

SITUATION IMPROVED.

Washington, Yesterday.
The Red Cross is still feeding 1,000,000 persons in the drought stricken area. According to the Chairman's report to President Hoover, the maximum number fed at the peak of the distress was 2,250,000. The situation is now improving and the Red Cross hopes to end the relief in June.—Reuter's American Service.

DODGING TEA TAX.

HEAVY DELIVERIES MADE TO
BRITISH FIRMS.

MOVE AGAINST BUDGET.

London, Yesterday.
In order to be on the safe side and guard against the possibility of Mr. Snowden restoring the tea duty in the coming Budget, very heavy deliveries of tea have been made to big tea firms in Britain for some days, according to the Evening News.—Reuter.

Commerce and Finance.

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Authorized Capital Guilders 150,000,000
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..... (£6,500,000)
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Acting Manager.
Hong Kong, 18th August, 1930.

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Subscribed Capital\$25,000,000
Paid-Up Capital\$24,710,200
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Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.

We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.

SHOU J. CHEN,
Manager.

Hong Kong, 5th March, 1933.

THE BANK OF CANTON, LTD.

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Head Office:—Hong Kong.

Authorised Capital (H.K. Currency)	\$11,000,
paid-Up Capital	8,665,
Reserve Fund	1,100,

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FORMOSA:—Cilan, Kagi, Kurengo, K
Makong, Nanto, Shishuiho, Taichu, T
Takao, Tamai, Toen, Hato, Taito.
CHINA:—Shanghai, Hankow, Amoy, Foo
Swatow, Canton.
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LONDON BRANCHES:
The London County Westminster and Parr's
The Bank has Correspondents in all the pr
Commercial Centers throughout the world.
K. NAOKI, A.
Manager
HONG KONG BRANCH:
8, Des Vaux Road Centr-
Hong Kong, 19th January, 1929

FORMOSA - *Gila, Kagi, Karsuko, Kato,*
Makoro, Nanto, Shanchiku, Tachiu, T
Takao, Tamani, Toen, Hito, Taiio.
CHINA - *Shanghai, Hankow, Amoy, Foo*
Suway, Canton, London.
OTHERS - *Hong Kong, Singapore, Soc*
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 Commercial Centres throughout the world.
 K. NAUGHA, Manager.
HONG KONG BRANCH:
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BRITISH INDUSTRIAL DISTRESS.

Some Unemployment Comparisons.

In the course of a recent address Mr. H. G. Howitt is said to have remarked that "in the matter of industrial distress we were no worse off than the rest of the world," writes Mr. W. A. Wells of the Empire Industries Association in the course of a letter to the Financial Times. I do not wish to draw Mr. Howitt into a controversy.

discussion, he continues, nor adopt the role of pessimist, but feel that this remark of Mr. Howitt is one, which may be accepted in the country in general without proper examination of the facts. "The 'world-wide depression' has become a term of almost everyday speech, and the impression so prevalent that its severity is common to all. But what are the facts? If we may use, as I think we may, the unemployment situation as a fair gauge of industrial distress, an examination in some detail does not appear to bear out the opinion expressed by Mr. Howitt. There are three countries whose unemployment figures are between 2½ and 7 millions; these are Great Britain, Germany and the United States of America, and the percentage of unemployment in the population in these three countries

I have before me the figures of the League of Nations relating to eleven other countries. In three of these—Italy, Australia and Czechoslovakia—the numbers of unemployed are respectively something over 500,000, 200,000 and 150,000, and the percentages of unemployed to the population 1.3, 1.2 and 1.1. In no other case do the unemployment figures reach 50,000 or does the percentage rise as high as one per cent. of the population. I have no statistics of employment

in the South American States, the League of Nations' figures appear to be fairly representative of the rest of the world, and certainly do not bear out the general idea that the whole world is suffering as we are.

The whole world is certainly low par, but the three great countries, Great Britain, Germany, the United States of America, are in a more serious financial plight than any others, and in each of these three cases it is possible to put one's finger on material

The whole world is certainly low par, but the three great countries, Great Britain, Germany, the United States of America, are in a plight than any others, and in each of these three cases it is possible to put one's finger on material contributing factors.

In Germany they are largely political, but in any case the present time is the usual peak seasonal unemployment. With regard to the United States America, her distress is not distant origin; it dates from

In Germany they are large political, but in any case the present time is the usual peak seasonal unemployment. With regard to the United States America, her distress is not distant origin; it dates from the time of the Wall Street crash, although there are other factors, no doubt, at work, this particular incident and the gambling which led up to it are undoubtedly main cause.

When we come to Great Britain we should be impressed by the

time of the Wall Street crash, although there are other factors, no doubt, at work, this particular incident and the gambling which led up to it are undoubtedly the main cause.

When we come to Grant Bri- we should be impressed by the fact that for at least ten years, before the United States collapsed, we were experiencing abnormal unemployment, which has been getting steadily worse throughout the whole period. There can be little question but that the conditions in Germany, the Russian States of America and the United

that for at least ten years, before the United States collapsed, we were experiencing abundant unemployment, which has been getting steadily worse throughout the whole period. There can be little question but that the culties in Germany, the United States of America and the rest of the world have contributed to make our position still more acute, and it must be the case in the open market of this country seriously to blame.

When the goods of foreign countries become difficult to sell, the difficulties of selling them in

the world have contributed make our position still more cult, and it must be the case the open market of this country seriously to blame.

When the goods of foreign countries become difficult to sell, difficulties of selling them in British market are less than in other markets; thus are already restricted markets of British manufacturer made narrow still. Other countries maintain their home manufactures for their home manufactures; and so, the distress in

British market are less than those in other markets; thus are already restricted markets of the British manufacturer made narrower still. Other countries maintain their home markets secure for their home manufactures; and so, the distress in their borders is kept at a level than it would be if this were not taken. The logical corollary for Great Britain is to do the thing. We cannot afford to be like these to constitute ourselves a safety-valve for the rest of the world.

their "borders is kept at a level" than it would be if this were not taken. The logical corollary for Great Britain is to do the same thing. We cannot afford in any case like these to constitute ourselves a safety-valve for the rest of the world.

volume of selling, shares I marked down owing to the disproportionate number on offer. Consequently the tone hardened later when bargain-hunters appeared. The chief disturbing factor is the fear of the proposed restriction scheme. Insufficiently drastic in view of present stocks.

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Sidgents on standards of living from the point of view of the Chinese business man, featured a piquant case in the Bankruptcy Court. Debtor, who admitted having gone into bankruptcy through speculation in the share boom of 1925, strongly repudiated suggestions that certain expenses appearing in a list submitted to the Court were not essential for the securing of business. The case is fully reported.

during the week. Mr. A. V. Apar, a resident of 38 years standing, died suddenly in London; whilst Mr. K. C. Lau, a prominent business man and racing owner, died after an ineffectual operation for appendicitis. The deaths are recorded in the *OVERLAND CHINA MAIL*.

* * *

other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong pleasure and interest its week arrival brings.

For your folks at Home to receive this weekly budget, or to keep you posted with affairs during your absence, all that you have to do is to drop a note to the "Over-

contains the news and features from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters from Hong, Australia and New Zealand. The "China Mail" has become the most popular weekly news budget, and has been compiled just to fit present-day requirements, as it has done all along. What more could be desired?

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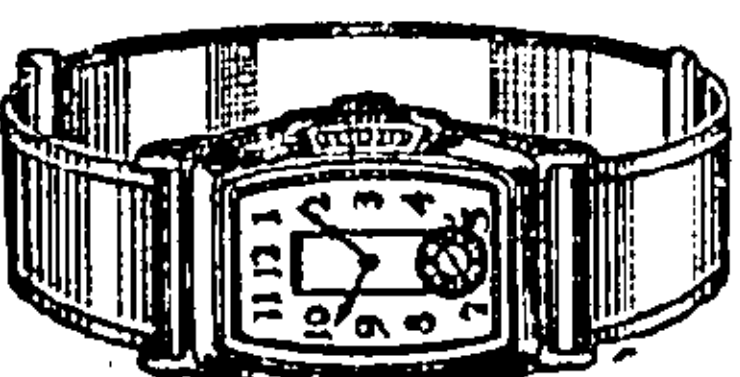


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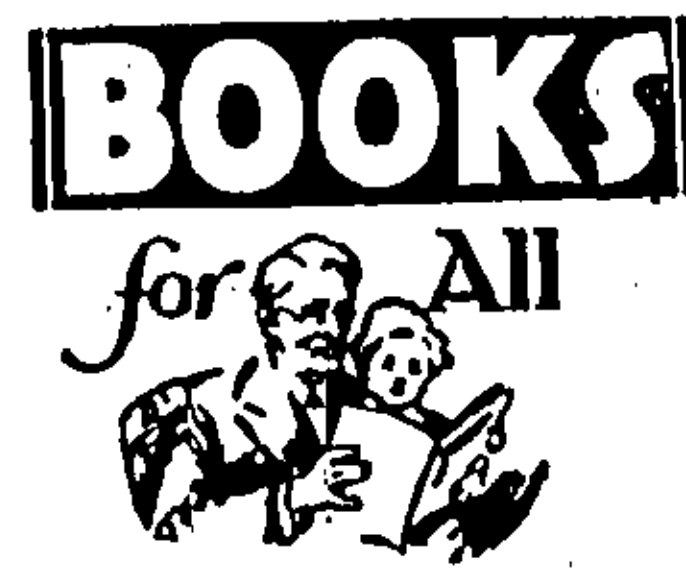
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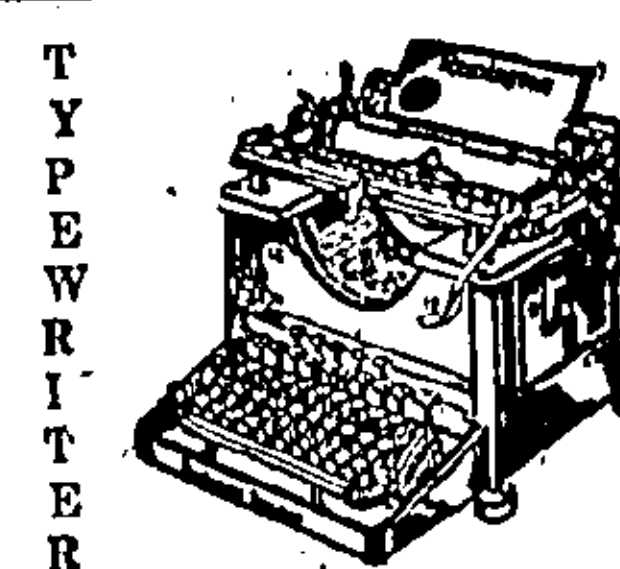
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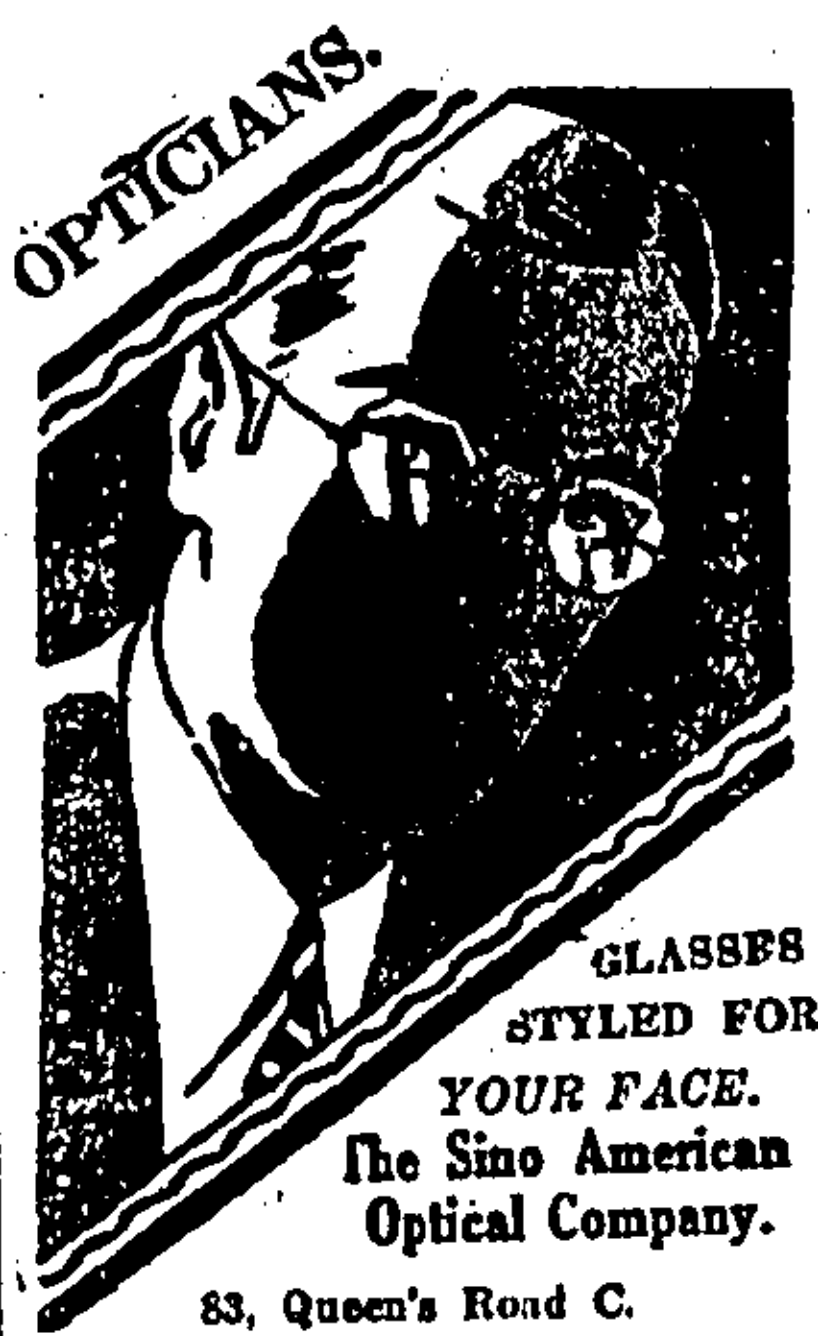
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THE Undersigned have received
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ON
FRIDAY, April 10, 1931,
commencing at 2.30 p.m.,
at their Sales Room,
4, Duddell Street.
A Large Quantity of
VALUABLE HOUSEHOLD
FURNITURE

Comprising—
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Dining Tables, Sideboards, Teak
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Ware, Ice Chests, Gramophone,
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Table Lamps, Table Fans, Filters,
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A Quantity of
BLACKWOOD FURNITURE,
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Joss Table, Curio Cabinets, Jar-
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Couches, Tea Poyas, Lying Chairs,
etc.

One French Key and Combina-
tion Safe.

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One 12 Bore Shot Gun.

On View from Thursday, April
9, 1931.
Terms:—Cash on Delivery.

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GENERAL NOTICES

NOTICE.

NOTICE IS HEREBY GIVEN
that the interest of Mr.
NOEL VICTOR AMOR
CROUCHER in our firm ceased as
from the 31st day of March, 1931.
BENJAMIN & POTTS.
Dated the 1st of April, 1931.

NOTICE.

NOTICE IS HEREBY GIVEN
that we have to-day admit-
ted Mr. SHI YU-MAN as a part-
ner in our firm.
BENJAMIN & POTTS.
Dated the 1st of April, 1931.

NOTICE.

I HEREBY GIVE NOTICE that I
have retired from the firm of
Messrs. BENJAMIN & POTTS as
from the 31st day of March, 1931,
and have opened offices at Ex-
change Building where I am carry-
ing on business as a Stock & Share
Broker as from the date hereof
under the style or firm name of
"Croucher & Co."

N. V. A. CROUCHER.
Dated the 1st of April, 1931.

A. S. WATSON & CO., LIMITED.

NOTICE.

ON AND AFTER 1ST APRIL
NEXT, the Hong Kong Dis-
pensary Drug Store and the Wine
Department will observe the fol-
lowing hours of business.
8.30 a.m. to 5 p.m. except Satur-
days when both Stores will close
at 2 p.m. The Hong Kong Dispen-
sary, Dispensing Department, will
be open.

On week days until 7.30 p.m.
On Sundays and Public Holidays
10 a.m. to 1 p.m. and from 6 p.m.
to 7.30 p.m.

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Opposite entrance H.K. Hotel.

TERRIBLE JOHORE
TRAGEDY.

Sultan's Nephew Found
Dead.

MURDER AND SUICIDE.

A terrible tragedy occurred in
Johore on March 23, when Tunku
Mohamed bin Ahmad, nephew of
the Sultan, and his wife, who was
a daughter of the late Ungku
Mohamed bin Abdulrahman,
cousin of the Sultan, were found
dead behind the locked door of a
first-storey room at their home.
They were aged about 24 and 22
years respectively.

Death had been caused in each
case by bullet wounds, inflicted by
a service rifle and a revolver.

The discovery was made about
1.30 or 2 p.m., when the household
was startled by the sound of
several shots. The sound came
from Tunku Mohamed's dressing-
room, the door of which was found
by the horrified little group of
servants to be locked.

Aid was immediately summoned,
and the door was broken down.
Inside were found the two bodies,
both victims being already dead.

A scene of horror presented it-
self. The main articles of furni-
ture were a table in the centre of
the room and a chair on the fur-
ther side of the table. From the
door, and at an angle of
about 45 degrees with the
door. The floor was saturated
with blood, which began
to drip through the floor into the
room below.

Tunku Mohamed's body was
lying beside the table, with the
head furthest from the door and
the feet pointing towards the head
of his wife, who was lying near
the door. Between the two was a
service rifle, and a deadly-looking
revolver was on the chest of Tunku
Mohamed.

Police aid had been summoned
with all speed, and among those
who arrived were the Commis-
sioner for Johore and two Deputy
Commissioners, including Abu
Bakar Buang.

Four Bullet Wounds.

The bodies were removed, when
it was found that Tunku Mohamed
had received three wounds, one in-
flicted by a 303 rifle bullet, in the
stomach and two inflicted by 22
revolver bullets in the chest and
temple. His wife had a wound in
the stomach, inflicted by a 303
bullet, and three wounds from 22
bullet in her breast. One bullet
passed right through her body, and
another penetrated the floor and
fell into the room below.

Slight cuts on the dead man's
hand and a cut on the thumb of
the girl seem to suggest something
in the nature of a struggle for
possession of a weapon.

It is understood that domestic
relations had been extremely un-
settled, and the theory is that
Tunku Mohamed shot his wife and
then turned the weapons on him-
self.

Tunku Mohamed bin Ahmad was
the only son of the Tunku Petri
Besar, who is a sister of the
Sultan. He was employed in the
office of Dato Menti Besar, and
was a Second Lieutenant in the
Johore Volunteer Force.

The funeral took place at 11
o'clock the same night. A ques-
tion that is agitating the people of
Johore is whether or not a post-
mortem and an inquest were held.
Secrecy has been strictly observed,
and as far as can be ascertained
no official statement has been
issued.

Among those who attended the
funeral was Tunku Ahmad, son of
the Sultan, who is State Commis-
sioner in Johore. All heads of
departments and officials were pre-
sent.

STALIN ON FIVE YEAR
PLAN.

Soviet Industry Too
Slow.

At the conference of industrial
managers held recently in Mos-
cow, Stalin made a speech in which
he applauded the decision of the
conference to push on the fulfil-
ment of the Five Year Plan during
the current year.

The official task set before
Soviet industry is to increase pro-
duction by 45 per cent. Stalin
stated that whereas production in
1930 should have been
raised according to the plan by 31
per cent, it was actually increased
by 25 per cent only. Nevertheless,
he stated, all the conditions in
1930 were satisfactory and the
plan could have been fulfilled.

The conditions for 1931, Stalin
continued, were also satisfactory;
but where, he asked, was the
guarantee that the plan would be
fulfilled?
"We Communists," the dictator
declared, "have as yet an insuffi-
cient understanding of how to
manage our industrial undertak-
ings, and this is the chief reason
why we are too slow. Our leaders
have not a sufficient comprehen-

sion of real leadership, but pre-
fer merely to sign orders. On the
other hand, we have no unemploy-
ment, no anarchy of over-production,
or other organic defects which are
leading capitalism to ruin."

"Fifty Years Behind."
"We are culturally fifty to a
hundred years behind western
Europe," Stalin continued, "and if
we do not catch up within the next
ten years we shall be smashed.
Our obligations towards the prole-
tariat of the whole world also
demand that we should speed up
the organisation. The proletarians
abroad should be able to say, 'The
U.S.S.R. is our Fatherland and the
Russians compose our vanguard.
Let us help them to kindle the
world revolution into flame.'"

Stalin's speech was broadcast
by several wireless stations and he
was introduced as the leader of the
international proletariat.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN
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The following unclaimed tele-
grams are lying at the office of
the Great Northern Telegraph
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Shanghai.
Furlun, from Shanghai.
Vendor, from Shanghai.
Muratsuo Ichiro Fukudakan
Nihonsokai, from Tokyo.
F. V. JENSEN,
Superintendent.
Hong Kong, April 8, 1931.

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M.V. "CRACOVIA"	May 5	May 17

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CHICHIBU MARU	Thursday, 21st April.
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HEIAN MARU	Tuesday, 21st April.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	—
HAIOZAKI MARU	Saturday, 18th April.
TEIKOKU MARU	Saturday, 2nd May.
SYDNEY & MELBOURNE via Manila & Ports.	—
KAMO MARU	Saturday, 25th April.
KITANO MARU	Saturday, 23rd May.
BOMBAY via Singapore, Penang, & Colombo.	—
TANGO MARU	Saturday, 11th April.
TOTTORI MARU	Monday, 27th April.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	—
BOKUYO MARU	Wednesday, 22nd April.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	—
KANAGAWA MARU	Tuesday, 14th April.
NEW YORK, BOSTON via Panama.	—
LISBON MARU	Monday, 13th April.
LIVERPOOL via Port Said, Stambul (Constantinople), Genoa.	—
LIMA MARU	Monday, 13th April.
CALCUTTA via Singapore, Penang & Rangoon.	—
MALACCA MARU	Thursday, 9th April.
MURORAN MARU	Wednesday, 15th April.
SHANGHAI, KOBE & YOKOHAMA.	—
KITANO MARU (Nagasaki direct)	Wednesday, 15th April.
HIKAWA MARU (Yokohama direct)	Wednesday, 15th April.
HARUNA MARU	Friday, 17th April.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Alaska Maru	Thurs., 9th Apr.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Sanjos Maru	Mon., 27th Apr.
BOMBAY via Singapore, Port Swettenham & Colombo.	Havre Maru	Wed., 15th Apr.
LOURENCO MARQUES, BEIRA, DAR ES-SALAAM, ZANZIBAR & BOMBAYA via Singapore & Colombo.	Mexico Maru	Tues., 6th May
MELBOURNE via Manila, Brisbane & Sydney.	Melbourne Maru	Wed., 6th May
CALCUTTA via Singapore, Belawan Deli & Rangoon.	Himalaya Maru	Sat., 18th Apr.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Africa Maru (from Shanghai)	Sat., 11th Apr.
NEW YORK via Japan ports, Los Angeles & Panama, Call Direct at Boston, Philadelphia & Baltimore.	Kwantu Maru	Tues., 23rd Apr.
JAPAN PORTS (Freight Service).	Celebes Maru	Fri., 10th Apr.
HAIPHONG via Hoihow & Pakhoi (Fortnightly).	Menado Maru	Thurs., 10th Apr.
KEELUNG via Swatow & Amoy (2 p.m. Every Sunday).	Canton Maru	Sun., 12th Apr.
TAKAO via Swatow & Amoy (Fortnightly).	Hokan Maru	Sun., 19th Apr.
	Deli Maru	Thurs., 9th Apr.

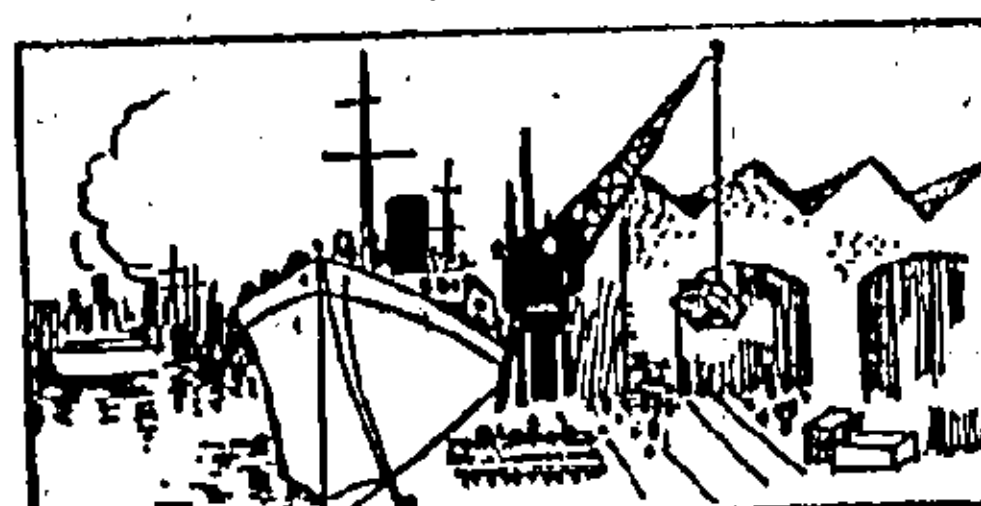
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URGENT NEED FOR READILY PROCURABLE DEVICES.

In numerous cases of collision at sea of late—several of them with lamentable loss of life—one or other of the colliding ships has heavily listed and in a few minutes has sunk to the depths. These rapid sinkings, and the attendant tragic circumstances of futile efforts, through want of time, to requisition the regular means of life-saving, standard life-boats, personal life-jackets, etc., afford once more striking evidence of the urgent need there is for strict attention being given to, and ample provision made for, readily procurable, and simply operated, life-saving media, e.g. buoyant cases, deck seats, ring life-buoys, etc. The vital importance of such accessible and easily handled media was perforce well realised during the dire days of submarine attack in the Great War. Similar regard and provision would seem to be necessary even in these days of maritime peace.

Reflections of above kinds are prompted mainly by the story of the sinking of the Finnish passenger and cargo steamer Oberon in the Kattegat recently, through being rammed in a dense fog, by her sister ship, Arcurus. Struck amidship, and laid open to the sea, the Oberon at once took a heavy list to port, and in from three to five minutes she had plunged to the depths; carrying with her the major portion of her complement who were unable to climb to deck. The collision occurred at 10.30 p.m., and in response to a wireless SOS five different vessels arrived on the scene after 1 a.m. There had been no time for lowering any of the boats, but afterwards one of the rescuing steamers picked up one (left afloat when the vessel went down) containing four sailors. The Arcurus herself was badly damaged but threw out life-buoys, and launched a boat which succeeded in picking up 33 survivors. Following the impact and listing of the stricken vessel those who chanced to be on deck either jumped or were thrown into the sea, with life-buoys. The life-buoys thrown from the Arcurus, one account states, "proved excellent life-savers, the buoys being fitted with small carbide lamps, and the light which these gave helped in saving people." One of the saved, Miss Tipping, having been pitched into the sea, swam around and found an empty boat, climbed into it, but it sank under her. "Afterwards when completely exhausted she found a life-buoy with an acetylene flare which she held up with one hand. With the other she supported a Finnish stewardess until they were rescued." During the search one or two life-boats were found adrift but with no one on board, and afterwards two boats were washed ashore, nested one within the other, and with tarpaulin covers still on.

SHIPBUILDING'S PLIGHT.

No Parallel Within Recent Years.

Speaking at the launch of the P. and O. liner, Strathnavar, by Vickers-Armstrong, Ltd., General the Hon. Sir Herbert Lawrence, chairman of the company, said the shipbuilding industry was in a state of depression which had no parallel within recent years. Something like 45 per cent. of the workpeople engaged in the industry were out of work, as compared with something like 25 per cent. only a year ago.

He would like to offer his congratulations to people like Sir James Lithgow and his National Shipbuilders' Security, which was trying to deal with the situation in a very practical way, and which he thought was leading the way in the reorganisation and the reconstruction of our industries. If only the cotton and other trades could follow in their steps, he thought something really great might be accomplished for this country.

The immediate need of the country, Sir Herbert said, was economy. His idea was not necessarily an economy in wages, although wages were a very large proportion of costs of production; where a great deal could be done was in the matter of reorganisation. That was where the success of the future lay.

NEW FERRY.

COMPLETED BY LOCAL SHIPBUILDERS.

SATISFACTORY TRIALS.

Messrs. Bailey & Co., Ltd., have completed for the Hong Kong & New Territories Ferry Co., Ltd., the passenger and cargo ferry Sun-U which has very successfully passed her trials.

The vessel is of steel to Hong Kong trade requirements and is 90 ft. overall, 20 ft. beam and 9 ft. depth moulded. The vessel is powered with one Gardner Diesel engine of 150 Brake Horse Power with bronze propeller and usual equipment; electric light being fitted throughout. Turning and reversing tests were highly satisfactory and quite free from vibration, and the average speed over four runs on the measured course was 9 3/4 knots nearly against the contract speed of 9 1/2 knots. The construction throughout was supervised by Messrs. D. A. Purves & Co., consulting engineers for the owners, who were very pleased with the vessel in every respect.

Messrs. Bailey & Co., Ltd., have also completed for F. Feld & Co., of Canton, the re-erection of a steel bucket dredger which has been tried under full dredging load to the owners' entire satisfaction.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—Cumberland—No. 6 buoy. Hermes—North arm. Marazion—No. 12 buoy. Medway—In dock. Moth—South wall. Osiris—East wall. Oswald—East wall. Petersfield—North wall. Sandwich—South wall. Seamew—North wall. Thracian—No. 13 buoy.

Foreign Men-of-War. Mindanao—American gunboat. Vigilante—French gunboat.

CONSIGNEES' NOTICES

Consignees of Cargo ex m.v. Danmark are reminded to take delivery of their goods which will be subject to rent after April 11. Consignees of Cargo ex s.s. Col di Lana and s.s. Pilsna, are reminded to take delivery of their goods which will be subject to rent after April 13.

POST OFFICE NOTICE.

INWARD MAILS

THURSDAY, APRIL 9.

Japan and Amoy Tjililwong

Europe via Suez (Letters and Papers, London, Mar. 12 and Parcels, Mar. 6) Kalyan

FRIDAY, APRIL 10.

U.S.A., Canada, Japan & Shanghai (Seattle, Mar. 21) and Europe via Siberia (London, Mar. 23) President Jefferson

Japan, Shanghai and Europe via Siberia (London, March 20) Karmala

SATURDAY, APRIL 11.

Shanghai and Swatow Sinkiang

SUNDAY, APRIL 12.

Japan and Shanghai Hikawa Maru

Shanghai and Amoy Tjinegara

Manila Shinyo Maru

MONDAY, APRIL 13.

Manila President McKinley

Australia and Manila Changte

OUTWARD MAILS

THURSDAY, APRIL 9.

Japan, Canada, U.S.A., C. and S.

America and Europe via Vancouver, B.C.

Empress of Asia (Due Vancouver, B.C., Apr. 27.)

Parcels Apr. 9, 3 p.m.

Registration 4.15 p.m.

Letters 5 p.m.

Soliven 8.30 p.m.

Tai Yuan 8.30 p.m.

Kong Ning 4 p.m.

Empress of Asia (Registration) Apr. 9, 5 p.m.

Letters 6 p.m.

FRIDAY, APRIL 10.

Japanese Prince 8.30 a.m.

King Yuan 10.30 a.m.

Tai How 1.30 p.m.

Haining 2 p.m.

Pong Tong 3.30 p.m.

Manila Karmala

Hoihow and Haiphong (Due Marseilles, May 9.)

Saigon and Mauritius R.P.O.

Parcels Apr. 10, 4.30 p.m.

Registration Apr. 11, 9 a.m.

Letters 10 a.m.

Japan Kalyan

Superintendent's correspondence only.

ARRIVALS OF SHIPS.

Tuesday, April 7.
Hermes, Norwegian str., 840 tons, Capt. C. Andersen, from Bangkok, buoy No. C3.—Thorssen & Co.

Wednesday, April 8.
Alaska Maru, Japanese str., 4,653 tons, Capt. N. Sasaki, from Shanghai, buoy No. A11.—O.S.K.

Canton Maru, Japanese str., 1,647 tons, Capt. Y. Iwasaki, from Swatow, O.S.K. Wharf.—O.S.K.

Cremer, Dutch str., 2,784 tons, Capt. G. J. Harmsen, from Swatow, buoy No. A15.—J.C.J.L.

Deli Maru, Japanese str., 1,293 tons, Capt. R. Sanada, from Canton, O.S.K. Pier.—O.S.K.

Hydrangea, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

Linan, British str., 1,356 tons, Capt. J. T. J. Layton, from Dalren, buoy No. B14.—B. & S.

Norviken, Norwegian str., 1,779 tons, Capt. F. Ulstad, from Macao, buoy No. B16.—Botelho & Co.

Menorbia, British str., 3,406 tons, Capt. Wm. C. Legg, from Saitozaki, Kowloon Bay.—A.P.C.

Haining, British str., 832 tons, Capt. A. H. Stewart, from Swatow, Douglas Wharf.—Douglas S.S. Co.

Malacca Maru, Japanese str., 3,210 tons, Capt. C. Ishida, from Sakito, Kowloon Wharf.—N.Y.K.

Tjiliboet, Dutch str., 3,635 tons, Capt. Schol, from Manila, buoy No. A2.—J.C.J.L.

Tjipanas, Dutch str., 2,775 tons, Capt. L. F. J. Van Duyken, from Sandakan, buoy No. A5.—J.C.J.L.

Yatsuhara, British str., 1,424 tons, Capt. C. Alexandre, from Swatow, West Point Wharf.—J. M. & Co.

YESTERDAY'S SOLUTION

THING ATONE
WEATHER BORING
INSIDE ENABLE
PUTS EDDY BAN
CREADE SECT
DENOTING ODES
WEE ADO
WARM RETINTER
TIDES THE ACE
POP PACE AVE
ERASER RAREST
REVERE EXERTS
DENTS DEANS

EMPRESS OF ASIA

will sail for

VICTORIA

and

VANCOUVER

via

SHANGHAI & JAPAN PORTS

at

6 A.M.

FRIDAY, APRIL 10th

Passengers will embark
previous evening.

Passenger Department: Tel. 20762. Cables: "Gacancpac."
Freight and Express: Tel. 20042. Cables: "Nautilus."

CANADIAN PACIFIC
WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

APRIL SAILINGS.

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. Trott.]

APRIL.

MON. 13th FRI. 24th

SUN. 19th THURS. 30th

S.S. "TAI MING"

[649 tons—Capt. W. H. Lawton.]

APRIL.

FRI. 10th WED. 22nd

THURS. 16th TUES. 28th

For information apply to—

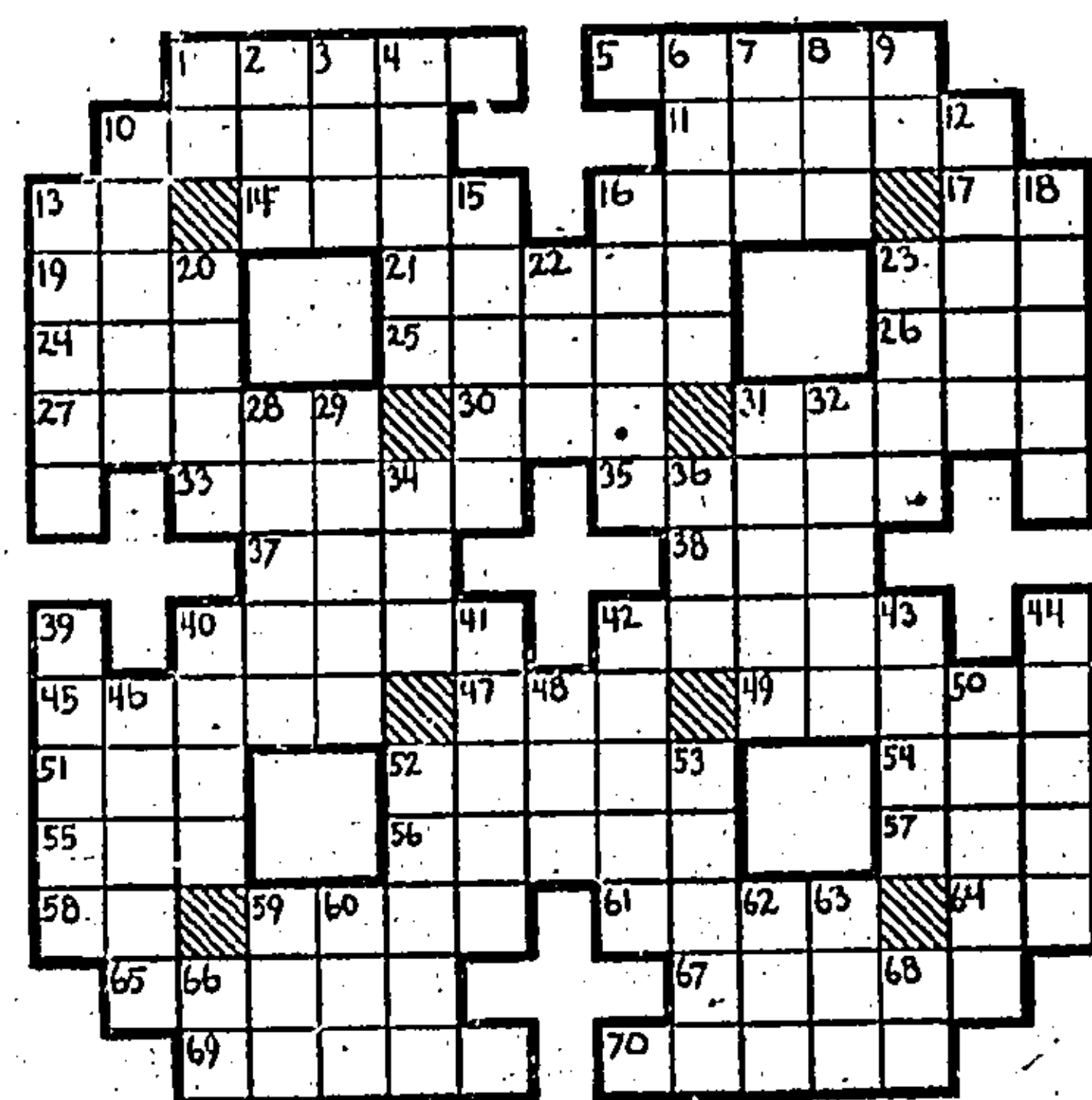
SANG WO Co., Ltd.

29, Connaught Road, West.

Phone 20893.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

- 1-A bundle of sticks used for fuel
- 5-Evergreen tree
- 11-Ventured
- 12-Sage
- 13-Leave
- 14-English school
- 16-Bard
- 17-Preposition
- 19-Sunken track worn by a wheel
- 21-Mature
- 22-Summit
- 24-Masculine name (short)
- 25-Abounding in seeds
- 26-Unit
- 27-Country of Europe
- 28-Fog-horn
- 33-Elevate
- 35-Think
- 37-Golf term
- 38-Tavern
- 40-Took out (Print)
- 42-Light and fine, as a line
- 44-To furnish with meals for pay
- 47-King (French)
- 49-Appearing as if gnawed
- 51-Propeller
- 52-Appears

HORIZONTAL (Cont.)

- 54-Grass
- 55-Ending of nouns denoting action
- 56-A plunderer
- 57-Encountered
- 58-Topographical engineers (abbr.)
- 59-To box
- 61-Glip
- 64-Grand Secretary (abbr.)
- 65-Fano
- 67-A tree producing an orange-like fruit
- 68-Mountain chain in S. America
- 70-Dropy

VERTICAL (Cont.)

- 15-A relative
- 16-A game of pitch
- 18-Unlocks
- 20-Tand
- 22-A vegetable
- 23-Lacerated
- 28-More tardy
- 31-Product
- 32-At a point farther in
- 34-Observe
- 35-Pastry
- 37-Around the outside
- 40-Dolly
- 41-Dreary (Poet)
- 42-Walks lamely
- 43-To lodge
- 44-Strips of leather used in shoemaking
- 46-Rowed
- 48-Over (Poet)
- 50-Balesgarment
- 52-Absch
- 53-An ecclesiastical council
- 59-Japanese coin
- 60-Tablet
- 62-Suffix used to denote condition
- 63-A game of cards
- 65-Egyptian sun-god
- 68-S. Atlantic State (abbr.)

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons.	From Hong Kong About	Destination.
*MIRZAPORE	6,715	1931. 9th Apr.	Straits, Colombo & Bombay.
*KARMALA	9,128	11th Apr.	Mars., L'don, Hull, R'dam & A'werp
RAJPUTANA	16,568	25th Apr.	Marseilles & London.
*ISODAN	—	2nd May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KIDDERPORE	5,334	5th May	Mars., L'don, Hull, R'dam & A'werp.
*KALYAN	9,141	9th May	Bombay, Marseilles & London.
*LORON	15,192	25th May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*BURDWAN	—	30th May	Mars., L'don, Hull, R'dam & A'werp.
*KASHMIR	8,985	6th June	Bombay, Marseilles & London.
*KASHGAR	9,005	20th June	Marseilles, L'don, R'dam & A'werp.
*KASHMIR	16,019	18th July	Bombay, Marseilles & London.
*KASHMIR	9,114	1st Aug.	Marseilles, L'don, R'dam & A'werp.
*KASHMIR	—	8th Aug.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAJPUTANA	16,568	15th Aug.	Bombay, Marseilles & London.
*KARMALA	9,128	29th Aug.	Marseilles & London.
CATHAY	15,121	12th Sept.	Bombay, Marseilles & London.
*ISODAN	—	19th Sept.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KALYAN	9,144	26th Sept.	Marseilles & London.

*Cargo only. *Calls Casablanca. *Calls Port Swettenham.
*Calls Karachi. *Calls Haifa. *Calls Bremen.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	18th Apr.	Singapore, Penang & Calcutta.
TAKADA	6,949	3rd May	Singapore, Penang & Calcutta.
SIRDHANA	7,745	13th May	Singapore, Penang & Calcutta.
SILAWA	10,006	27th May	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	6,853	1st May	Manila, Rabaul, Brisbane, Sydney
TANDA	6,953	30th May	& Melbourne.
ST. ALBANS	4,504	1st July	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.
Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KALYAN	9,144	10th Apr.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	6,949	12th Apr.	Amoy, S'hai, Moji, Kobe & Osaka.
*BURDWAN	—	17th Apr.	Shanghai, Kobe & Yokohama.
*SIRDHANA	7,745	24th Apr.	Amoy, Moji, Kobe & Osaka.
*LORON	15,192	24th Apr.	Shanghai, Kobe & Yokohama.
*SILAWA	10,006	8th May	Amoy, Moji, Kobe & Osaka.
*KASHMIR	8,985	15th May	Shanghai, Moji, Kobe & Yokohama.
*KASHGAR	9,005	22nd May	S'hai, Moji, Kobe, Osaka & Y'hama.
*KASHMIR	16,019	22nd May	Shanghai, Kobe & Yokohama.
*KASHMIR	9,114	24th May	Amoy, Moji, Kobe & Osaka.
*KASHMIR	—	5th June	Shanghai, Moji, Kobe & Yokohama.
*KASHMIR	4,500	5th June	S'hai, Moji, Kobe, Osaka & Y'hama.
*KASHMIR	16,019	15th June	Shanghai, Kobe & Yokohama.
*KASHMIR	9,114	3rd July	Shanghai, Moji, Kobe & Yokohama.
*KASHMIR	6,953	6th July	S'hai, Moji, Kobe, Osaka & Y'hama.
*KASHMIR	16,580	17th July	Shanghai, Kobe & Yokohama.
*KASHMIR	9,128	31st July	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cables are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—
MACKINNON, MACKENZIE & CO.,
P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS
and IRON FOUNDERS. All work done in this establishment is
guaranteed. We have over thirty years' experience. We own two S.S.
ships and can accommodate any craft of 200 feet long.
Sole Office: 64, Connaught Road Central, Hong Kong. Tel. 29459.
Shipyard: Sham-shui-pa, Kowloon, Hong Kong. Kowloon Tel. 57009.
Estimates furnished on application.
Hong Kong, April 1, 1931.

SHIP CANAL TO GREAT LAKES.

Canada and U.S. to
Co-operate.

The visit which Mr. Richard
Bennett, Prime Minister of
Canada, paid to Washington re-
cently paved the way for the con-
struction of the St. Lawrence
waterway to provide a canal for
ocean-going ships from the Great
Lakes to the Atlantic. This will
give the western part of both
countries direct communication
with Europe without trans-shipping.

The development is regarded
on both sides of the border as of
world-wide importance to trade.
It will be preceded by the appoint-
ment of a joint commission, re-
presenting all interests, with
power to negotiate a treaty inci-
dental to such a waterway. The
names of the American Commis-
sioners, will be announced this
month.

Montreal contends that cargoes
now trans-shipped at Montreal
would henceforth pass it by in
vessels navigating the projected
waterway, but Montreal's opposi-
tion, it is anticipated, cannot
prevail against the larger inter-
ests of Canada and the United
States. President Hoover and
Mr. Bennett recognise the dif-
ficulties still in the way, but both
are reported to be in complete
agreement regarding joint partici-
pation in consultation, financing
and construction.

New York City interests recog-
nise that the St. Lawrence water-
way would divert cargo traffic
that comes to New York from
the Great Lakes for shipment
abroad. Here again the objec-
tions will probably be overruled
because agricultural interests in
the United States, West and
Middle West, now sadly in need
of encouragement, are deemed
more important than the metro-
politan shipping trade. In Janu-
ary, 1928, Mr. Vincent Massey,
then Canadian Minister at Wash-
ington, quoted the Canadian Ad-
visory Committee as holding that
it was possible to work out a plan
for the construction of the water-
way on terms equitable to both
countries.

The estimate of cost as submit-
ted by the Canadian Government,
including outlay on present
works, was \$20,000,000 for the
Canada and \$76,000,000 for the
United States.

AN INTERESTING CASE.

Bombay Captain's Claim For
Salary.

Mail advices from India re-
specting the satisfactory con-
clusion of an interesting claim on
the part of one of their ship-
master members have just re-
ached the Imperial Merchant Service
Guild. This member was in com-
mand of a native-owned steamer,
the Arabestan, sailing out of
Bombay. After being laid up
there for some time, the owners
found themselves in difficulties,
and the mortgage of the vessel
took possession. A large sum of
money was owing to the master
on account of pay and cost of his
passage home to England. On
cabled inquiries from their law-
yers in Bombay, the Guild in-
structed them to deal with the
matter. Subsequent develop-
ments were that the mortgage ad-
mitted the claim to a very small
extent but lodged counter claims
against the master for two differ-
ent sums of 1,875 and 20,000
rupees. The Guild Solicitors
were instructed to carry on with
the case and an Admiralty suit
in rem was filed against the
vessel. It remained for the action
to be heard in Court but the Guild
have now received a cable from
their legal representatives at
Bombay to the effect that the de-
fendants have withdrawn the
counter claims and made an offer
to the Captain of 1,800 rupees,
including costs, in settlement and
as the master agrees, the Guild
have cabled approving of the
offer and authorising the pay-
ment of the full sum of 1,800
rupees to the master. The case
has occasioned a good deal of
comment in shipping circles in
Bombay and the satisfactory re-
sult which has been arrived at
has given rise to satisfaction.

HONG KONG AND MACAO LINE in Good Speed

S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.
Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply:—

CHUEN ON STEAM BOAT CO., LTD.
241, Des Voeux Road C. Tel. 26061.

IMPROVED SEXTANT.

An improved form of sextant
formed part of Messrs. Hughes'
exhibit at the Physical and Opti-
cal Societies Exhibition; its
special feature is that there is no
vernier on the arm, the minutes
being read directly on a micro-
meter head mounted on the
tangent screw, and a vernier be-
ing provided so that readings
can be obtained to within 10 se-
conds of arc. On the sextant ex-
hibited there was shown a read-
ing of 0 deg. 56 minutes 50
seconds. To render this method
of reading possible it is obviously
essential for the teeth on the
sectoral plate with which the
tangent screw worm engages, to
be cut with a degree of accu-
racy equal to that of the divi-
sions on the arc of the sextant,
and actually they are cut on the
same dividing engine and at the
same setting. The carrier, on
which the micrometer screw is
mounted in bearings, is arranged
to pivot about an axis parallel
with axis of the micrometer
screw, and the plane in which
the two axes are situated, when

the screw is in engagement, is
practically at right angles to the
straight line joining the centre
of the pitch circle of the sectoral
plate to the point of contact of
the screw and plate. The carrier
is held against a stop on the
radius bar by means of a spring,
and the stop is adjusted to enable
the screw to be fully engaged
without undue pressure. The
depth of the teeth is sufficient to
allow for any wear which may oc-
cur when the sextant has been in
use for a very long period. Men-
tion may be also made of a num-
ber of navigating appliances for
aircraft exhibited by Messrs.
Hughes. They included a sextant
with a detachable bubble
horizon, a turn indicator and
several different types of Addi-
son-Luard course and wind cal-
culators.

PASSENGER LIST.

DEPARTURES.

Per s.s. Empress of Asia on
April 10:—
Mr. A. R. Wellington, Director
of Medical and Sanitary Services,
Hong Kong Government, accom-
panied by his wife.
Mr. B. M. Tyler, a yearly travell-
er by the Canadian Pacific.
Mr. E. G. Collingwood, a pro-
minent resident of Newcastle,
completing a world tour.
Mr. R. M. Dyer, Chief Manager
of Hong Kong & Whampoa Dock
Company, proceeding to Shang-
hai with his wife.
Mr. Ed. Stone, General Passen-
ger Agent for the Orient Canadian
Pacific Steamships, Ltd., pro-
ceeding to Yokohama on the Com-
pany's business.
Mr. R. Grimshaw, a prominent
Shanghai resident.

CONSIGNEES.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Chartered Steamer,
"COL DI LANA"
From TRIESTE & PORTS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hong Kong and Kowloon
Wharf & Godown Company, Ltd., at
Kowloon, whence and/or from the
wharves delivery may be obtained.
Optional Cargo will not be landed
here, unless notice has been given 48
hours prior to vessel's arrival, but
carried on from port to port to the
final port of call to which the option
extends.

No claims will be admitted after
the Goods have left the Godown, and
all Goods remaining undelivered after
the 13th instant will be subject to
rent.

All claims against the vessel must
be presented to the undersigned on or
before the 23rd instant, or they will
not be recognised.
All broken, chafed, and damaged
Goods are to be left in the Godown,
where they will be examined on the
13th instant, at 10 a.m. by our sur-
veyors, Messrs. Goddard & Douglas.
No Fire Insurance has been effect-
ed.

Bill of Lading will be countersigned
by **DODWELL & CO., LTD.**
Sole Agents,
Hong Kong, 7th April, 1931.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer: "PILSNA"
From TRIESTE & PORTS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf
& Godown Company, Ltd., at Kow-
loon, whence and/or from the wharves
delivery may be obtained.
Optional Cargo will not be landed
here, unless notice has been given 48
hours prior to vessel's arrival, but
carried on from port to port to the
final port of call to which the option
extends.

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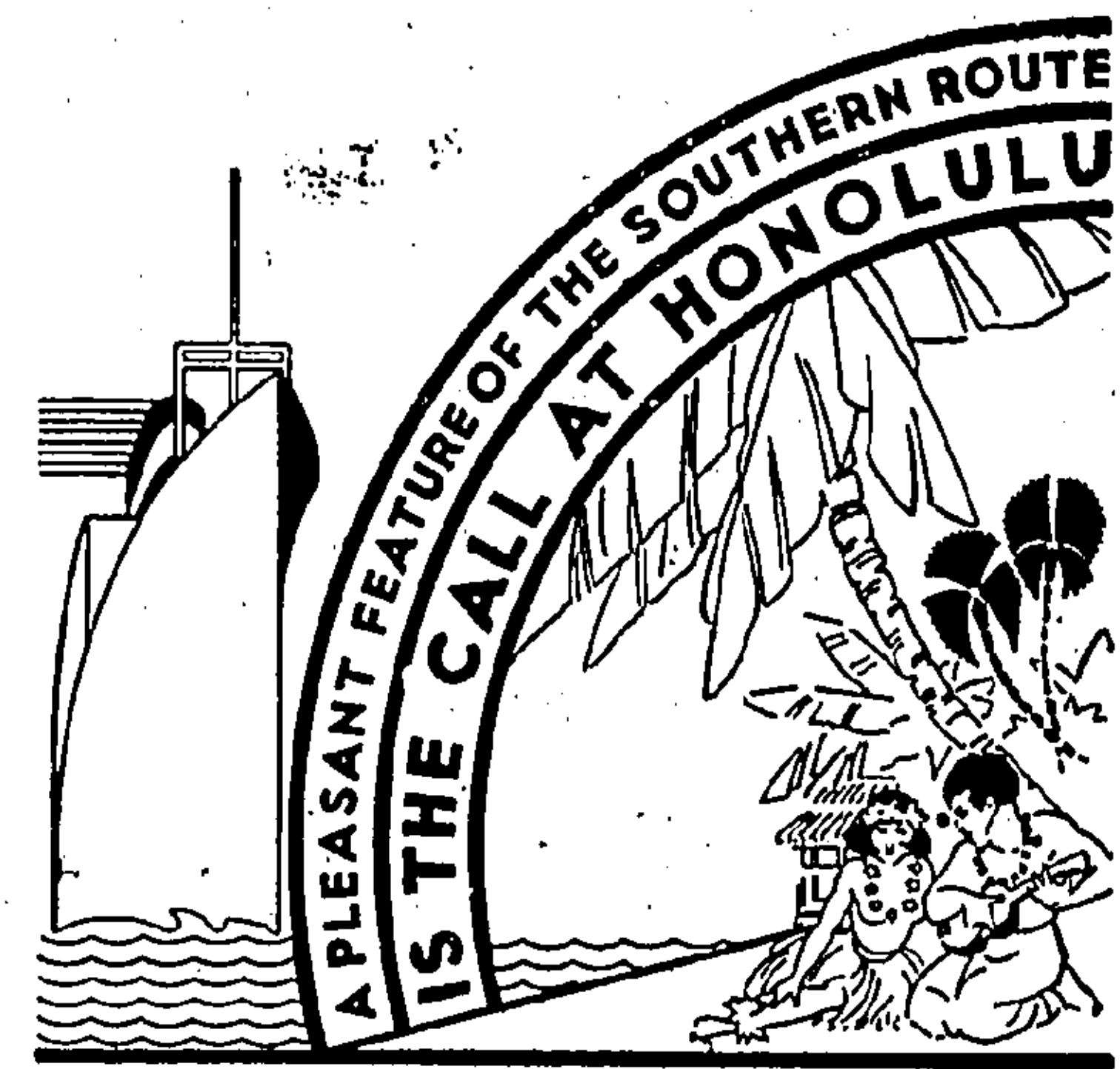
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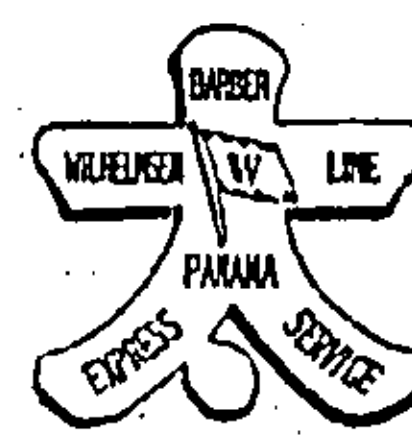
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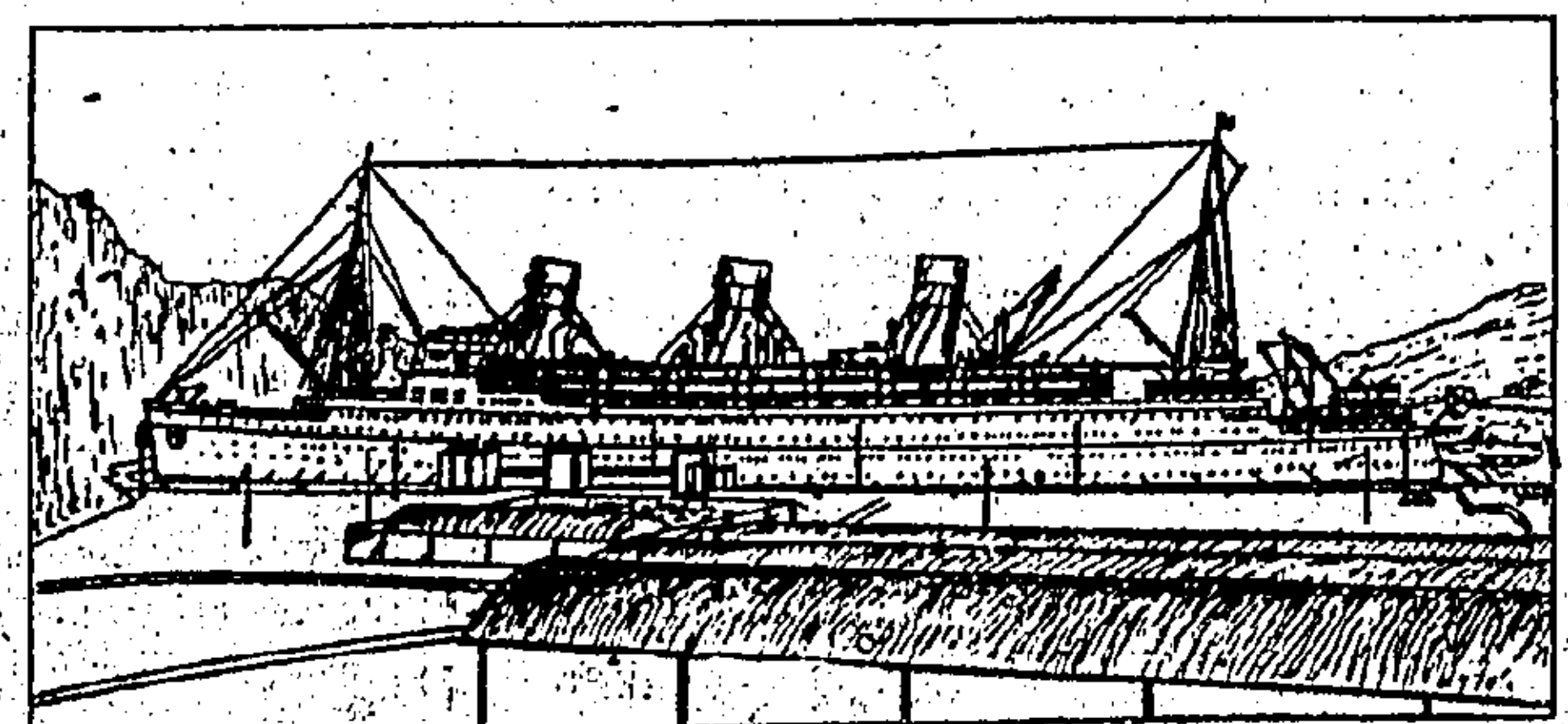
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Hong Kong, Thursday, April 9, 1931.

What Woman Has Done

In Hong Kong the signs of the full emancipation of Chinese women are not very evident; true, the modern girl shares with the modern youth an equal opportunity of receiving a liberal education, and the doors of occidental modernity, whether of the toilet or the morals, are thrown open to her. She bobs her hair, wears high-heeled shoes, and reads translations of Mr. Edgar Wallace; but there is still a large body of opinion (male, of course) which continues to regard her as the inferior sex and has nothing but contempt for the American ideal of a matriarchate which places woman's star in the ascendant. In northern China, the position is slightly different, and one finds there that the education of Chinese women is not merely a veneer, but something which has effected a radical change of thought and outlook. In the north one finds women lawyers, women doctors, women philosophers, and women writers. Some interesting facts in regard to the contributions made to Chinese literature by women writers during the past three centuries were lately revealed by Dr. Hu Shih, China's leading philosopher and literary critic, and they throw an important light on this question. Two years ago the wife of the late Mr. Chieh Lien-chu, a former Chinese Minister to Italy, published a "Bibliography of Works by Women Writers During the Last Three Hundred Years." The results of a statistical analysis of the contents of this book recently made by Dr. Hu have proved highly instructive.

He found that out of the 300 works listed 90 per cent. consisted of poetry. There were a few works on mathematics, one on medicine, half a dozen in the field of history, and about a dozen on classical and philological research. The preponderance of poetical works suggests to Dr. Hu that the education which Chinese women received during this period was purely literary and that the spirit of critical historical research which marked the age left no influence upon them. They read and wrote poetry because it was considered respectable for ladies to be able to do so. Of the 2,310 women mentioned as having written and, in most cases, published literary works it was discovered that more than two-thirds were born in the provinces of Kiangsu, Chekiang, and Anhui, all of which are situated in the Yangtze delta. Undoubtedly Chinese women had far better educational facilities in these well-settled and wealthy regions than elsewhere. There seems to have been a gradual spread of the practice of educating women, beginning probably with the invention of the printed book and becoming more widely spread during the last four centuries, when the literary talented woman, or "tsai nu" of the popular novel, gradually won acceptance as a feminine ideal. It might be asked what good had all this literary education done to the Chinese women. Had it ever led them to revolt against foot-binding? Had it really elevated their position in the family or in society? It is true that it had not led them to revolt against foot-binding, just as 700 years of rational philosophy had not opened the eyes of Chinese thinkers to the horrors of so perverse and cruel a form of "beautifying" their womenfolk. Nor had this superficial education enabled the women to become economically more independent. Nevertheless it had the good effect of elevating the position of women, and the results are being reaped to-day throughout the Republic. In a country where educated men were rare, educated women were even more scarce and were therefore more respected. Moreover, this literary education gave them a key at least to book knowledge which, while it might not lead to emancipation or revolution, probably made them better wives and better mothers. It is not true that a little knowledge is a dangerous thing. The fact is that a little is better than no knowledge at all. This literary education has had a tremendous value in enabling this womanhood to become elementary teachers of their own children. Against the shackles and the fetters, the Chinese woman has exerted herself and has at length achieved a place in the family, in society, and in history. She has managed homes and governed empires; she has contributed abundantly to literature and the fine arts; and above all she has taught and moulded her sons to be what they are. And if she has contributed no more it is probably because China has not deserved more.

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News in Brief.

One case of cerebro-spinal fever was notified yesterday.

The forthcoming wedding is announced of Horace William Bonner, of 524, Nathan Road, Kowloon, and Raquel Chong Castillo, of the same address.

A jumble sale will be held in the Union Church, Kennedy Road, on May 7. Contributions of clothing, etc., will be received in the Church on Wednesday and Saturday mornings.

The funeral of Mr. K. C. Lau, who died in the French Hospital on Tuesday, took place at Kennedy Town yesterday. There was a large gathering of relatives, together with friends, both Chinese and foreign.

For having unlawful possession of six tacks of raw opium at Kowloon Railway Station yesterday, a Chinese, Cheung Cheung, was fined \$180, or in default one month's imprisonment, in the Kowloon Police Court this morning.

Captain McCarthy, master of the s.s. Kong Ning, has reported to the Police that while the ship was on a voyage from Wachow to Hong Kong on April 5, a Chinese passenger, named Chan Hong-yuen (30) believed to be a military officer, disappeared. It is feared that he jumped overboard.

Wong Sing and Cheng Ma-sung were jointly charged at the Kowloon Magistrate's Court today with the larceny of a quantity of iron rods from a house under construction at Nam Cheong Street. The value of the rods was put at \$10. Both defendants pleaded "guilty" and were sent to jail for three weeks.

Fourteen days' imprisonment was imposed on Kang Yuet, who was charged at the Kowloon Police Court this morning with the unlawful possession of a brass bar valued at \$5 at Reclamation Street yesterday. When arrested he said that he stole the rod from a ship about a year ago, and that he had had it buried at King's Park since that day.

The new premises, in Bonham Road, of the Chinese Young Women's Christian Association were formally opened by Lady Peel yesterday afternoon, in the presence of a large gathering. Lady Peel, who was accompanied by Captain Colman, His Excellency's A.D.C., was met upon arrival by Mrs. Ma Wing-chun and members of the Executive Committee.

The second R.A.O.B. Regatta dance in the Garrison Lecture Hall, Wellington Barracks, to-morrow evening, promises to be even a greater success than the first one. Tickets are selling well, whilst a good response has been made to invitations. These dances are open to the public as well as to members of the R.A.O.B. In view of the dance to-morrow the weekly meeting of Sir James Oxberry Lodge is being held this evening.

An enjoyable concert was given in the Wesleyan Soldiers' and Sailors' Home last night, which was very well attended. The Collegian Glee Singers gave the show a good start, whilst Messrs. Dick, Earty, W. G. Genll, and Edey were in great humorous vein. Mrs. F. C. Rendall was in very good voice, and was ably supported in the more serious part of the programme by Miss Peggy Stringer and Miss Violet Capell and her pupils.

The Canton Laboratory for the Study and Practice of Dynamic Education will hold a meeting in memory of Dr. George Amos Dorsey, the most dynamic of modern American men of science, who died recently in New York. The meeting will take place in the lecture room of the Laboratory, in Tungshan, on Sunday at 8 p.m., and will consist of a lecture preceded by a performance of the Funeral March from Beethoven's "Eroica" and followed by Chopin's Funeral March. The lecture will be given in Chinese and will be based upon Dorsey's most famous work entitled "Why We Behave Like Human Beings." Chinese speaking foreign sympathisers are requested kindly to communicate with the office of the Laboratory at 10, Bak Chee Road, Tungshan.

RELIEVING TRAFFIC CONGESTION.

Plan to Remove Further North.

NEW EUSTON STATION.

A site of a new Euston Station is being actively sought by the London Midland and Scottish Railway Company.

A number of schemes for the demolition and rebuilding of the existing station on a different site are being considered.

Of these, the Morning Post understands, a site behind the present station, in the direction of Camden Town, is the most likely to reach fruition.

This scheme would include the building of a broad highway from the present entrance to the station along the line of the permanent way to the new terminus.

For many reasons the existing station is considered a handicap. It is old-fashioned; badly situated from the point of view of London road traffic; lies at the bottom of a steep incline, and provides the usual "bottle neck" which nearly every London terminus has to contend with.

Impetus to Building. Euston, like most other London stations, has not been able to grow with the traffic. Lines have accumulated outside London, but at the entrance to the terminus there is little more room than there was when the lines were first laid.

For well over a year now, the London Midland and Scottish Railway Company have been exploring every avenue for improving this condition of affairs, and, owing as they do a great deal of land from the Euston Road frontage nearly as far as Chalk Farm, they have many possible sites at their disposal.

One of the first schemes was for the erection of a new station on the Euston Road. This, however, has been abandoned. It was considered that it would do little to relieve the road traffic situation; that it would not obviate either the gradient or the "bottle neck" problem; and that it would be very costly.

Thus, a scheme to the North would seem the only alternative. This would certainly involve either the widening of the present roads or the building of a new road. The new road suggested would follow the line of the railway, and from the rentals of buildings which could frank it, might quite well pay for itself.

Apart from the undoubted benefit which such an arrangement would confer on the railway company, it would make a notable contribution to the London traffic problem. At present the network of little streets surrounding Euston are continually congested with taxicabs and motor-cars entering and leaving the station. A new broad highway along the present line of the railway would give London another exodus to the North, and relieve, considerably present congestion in the neighbourhood of St. Pancras Church.

Euston, which was built in 1846, by Phillip Hardwick, derives its name from Euston Hall, near Thetford, in Norfolk, the former seat of the Dukes of Grafton. The present Euston neighbourhood forms part of the Grafton Ducal estates. The entrance to the station is one of the largest porticoes in the world, and is reputed to have cost £30,000. The waiting-room has earned the title of the "largest waiting-room in the British Isles," and is decorated after the design of Sir Edwin Lutyens.

AUSTRALIAN ROBBED.

Poison Ends 12,000-Mile Search For Work.

A twenty-one-year-old Australian arrived in London after a 12,000-mile trip in search of work. Within twenty-four hours he had been robbed of all his money by a confidence man. He died in Middlesex Hospital from the effects of poison. This is the tragic story of Harold Baskin, of Sydney, who went to London in the hope that he might find prosperity in the Old World.

Within a few minutes he had met a youth who told a story of hunger and destitution. Baskin had only £38 with which to keep himself in London until work came, but he bought the stranger a meal and allowed him to share his bedroom at an hotel.

He woke to find the confidence man gone—and with him every penny of his money, his references, and some of his clothes.

After a few days he did his best for himself. They called him "Baskin" in Sydney and the Y.M.C.A. undertook to look after him until he found work.

But the shock of his first adventure in London kept him in a depressed state. He was found dying by Y.M.C.A. officials. A bottle which had contained poison was at his side.

RADIO

TODAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station ZBW, on a wavelength of 855 metres.

6-8 p.m.—European Programme of Victor & H.M.V. Records kindly supplied by Messrs. Moutrie & Co.

6-6.45 p.m.—European Children's Programme from the Studio.

6.45-7 p.m.—Hawaiian Music.

My Bird of Paradise.

Louisa Lullaby.

Hawaiian Night.

AlmaIllo Orchestra (21110).

7.03-7.25 p.m.—Professor R. K. M. Simpson, M.C., M.A., will give the 5th of a Series of Lectures on Shakespeare.

7.25-8 p.m.—Concert Items.

Pianoforte Solo—

La Campanella (Paganini-Liszt).

Staccato Etude (Rubinstein).

Missa Levitzki (D1489).

Vocal Duet—

The Old Sweet Song.

Winnie Melville and Derek Oldham (B2337).

Violin Solo—

Frangula Sorensen.

(Franz Lehar-F. Kreisler).

Kreiser Sorensen (Franz Lehar).

Fritz Kreisler (1158).

Song—

Little Lady of the Moon (Coates).

Sydney Coltham, Tenor (B2742).

Pianoforte Solo—

Concerto in E Minor (Mozart).

Suggestion Diablogue (Prokofiev).

Bonno Moisewitch (E530).

Violin Solo—

Humoresque.

(Tschakowsky-Kreisler).

Albumblatt-Marguerite (Album Leaf).

(Rachmaninoff-Kreisler).

Fritz Kreisler (1170).

Song—

The Village Blacksmith (Weiss).

Peter Dawson, Bass-Baritone (C1810).

8 p.m.—Weather Report, Local Time, etc.

8.05-10.30 p.m.—Chinese Studio Concert.

10.30 p.m.—Close Down.

"BLOODING THE SPEAR."

Native Savagery in East Africa.

Advocates of increased extended franchise and self-government for the natives of British East Africa should read the annual report on Native Affairs in Kenya Colony and Protectorate, which was issued by the Stationery Office.

Incredible superstitions, barbarous customs, and pagan rites still hold sway among the tribes, and resistance against any suppression of these abominations is more often encouraged by the elders and chiefs than otherwise.

The medicine men still yield an enormous power in many districts, and are ready to go to any lengths to encourage the superstitions on which they thrive.

Stock thieving and tribal raids are the order of the day in many districts.

The ancient custom of "blooding the spear" accounted for 14 murders, of which three were children, in one district between May and December.

"Blooding the spear" means that when a young warrior obtains his first spear he must blood it by raiding an enemy territory and killing the first person he meets.

From Spears To Rifles. In the days of spears this was a dangerous and exciting adventure; but now, unfortunately, natives on the frontier can obtain rifles that kill at a distance with comparative safety to the young warrior.

The Government Administration endeavour to put down these customs by education, but often the young native, having finished his period of schooling, returns to his traditional habits with renewed vigour.

Occasionally the Christian missionaries take a higher hand: then the authorities find themselves involved in a first-class local political issue.

Famines caused by locusts are another evil that the authorities frequently have to combat.

Football and other sports are encouraged in the hope of improving the character of the natives generally.—Morning Post.

Ten Years Ago.

(From the "China Mail" of April 9, 1921.)

To-day's dollar is worth 2/ 5/.

Yesterday morning the Harbour Master, Lieut. Hake, R.N., received a wireless message from the master of the C.P.O.S. s.s. Montangle, (which sailed from this port on Thursday for Vancouver) stating that he was standing by a Chinese steamer named the Hsinien, which was in distress off the Lammoeks.

Later information received by the Harbour Master states that the vessel had sunk and that all the crew had been saved with exception of four men who were drowned through a boat capsizing. The Montangle is taking the survivors to Wossing.

The lost steamer is not known at Hong Kong and had no agent here.

H.K. PHILHARMONIC

SUCCESS OF LAST YEAR'S PRODUCTION.

70TH ANNIVERSARY NEAR.

A good year was reported at the annual meeting last night of the Hong Kong Philharmonic Society, presided over by the Hon. Mr. W. E. L. Shenton, Mr. H. J. Best (Hon. Secretary), Mr. F. S. W. Smith (Hon. Treasurer), and Mr. R. R. Davies, Hon. Producer, supported the Chairman.

The balance at the bank was reported to be \$1,057.23. It was pointed out, however, that "The Yeoman of the Guard" had been a cheap opera to produce. It might be difficult, owing to the depressed exchange, to show such good results next year.

The Society celebrates its 70th birthday on October 1, being formed



"This is because of being in a savage country. We shall learn new dances here."

Buen Humor, Madrid.

ed in St. Andrew's School in 1861. It was hoped, in spite of difficulties, that the anniversary year could be made a record one.

The Chairman made a sympathetic reference to the death of Mr. A. J. J. Brock, who had first appeared in opera in 1924.

Officers Appointed.

The Hon. W. E. L. Shenton, Mr. Best, and Mr. Smith, were unanimously re-elected, and a Committee appointed consisting of Mrs. Shaw, Mrs. Hooper, Mr. J. W. Bradshaw, and Mr. T. V. Harmon.

The election of a producer was left to the discretion of the Committee.

WHALE IN THE BALTIC.

For the first time since 1913 a whale has been sighted in the Baltic.

Local fishermen returning from Bullenhof, near Riga, state they saw one in the Gulf of Riga, 20 miles from the shore. The whale has also been seen from several motor-boats in the gulf.

STEAM ENGINE PROGRESS.

James Watt and His Genius.

The outstanding development of the steam engine in modern times was the subject of the Watt Anniversary Lecture, delivered by Professor W. J. Goudie, D.Sc., M.I.Mech.E., to the Greenock Philosophical Society recently.

Introducing his subject, Dr. Goudie said that developments in the eighteenth century were very slow until near its close, when the intuitive genius and mechanical skill of James Watt transformed the atmospheric engine of Newcomen into the double-acting rotative type, and by its creation ushered in the industrial revolution of the nineteenth century.

During the period 1800-1880 considerable developments took place in stationary, locomotive, and marine practice, pressure limits increasing from 15-20 lb. per square inch to 70-100 lb. per square inch, and compounding was revived. The year 1880 marked the advent of power generation in central stations through the invention of the electric dynamo, which opened up a new field for the reciprocator, but one of the most notable years of progress was 1892.

In that year the reaction steam turbine, the creation of James Watt's nineteenth-century successor, Sir Charles Parsons, entered the field, and soon proved a successful competitor to the reciprocator. Several years later other inventors—Léonau in France, Zoelly in Switzerland, and Curtis in America—introduced the impulse type and the world-wide development of the steam turbine commenced. With the increasing demand for power the turbine had out-distanced all competitors, and at the present time took first place as the prime mover for the largest power stations in the world.

In 1897 a further advance was made by Parsons, when the famous turbine was directly driven at 32½ knots by 2,000 h.p. reaction turbines, and within 13 years turbines were applied to drive a 42,000 h.p. battleship and the 68,000 h.p. Cunarders—the Lusitania and the Mauretania. Another important advance took place in 1909, when Parsons applied reduction gearing to the steamer Vesuvian. As in the case of land practice, the geared marine turbine now held first place as the prime mover of the largest high-speed, high-powered vessels.

ROUND THE CINEMAS

ADVENTURES OF AMATEUR CRACKSMAN.

"RAFFLES."

The adventures of an amateur cracksmen among Society people is the story of the all-talking film "Raffles," which is being screened in the Star Theatre to-day until Saturday. Supporting the picture is a Fox movietone newsreel, a talkie comedy, and an excerpt from the opera "Flor Del Mal."

Ronald Colman, who did splendid work in "Bulldog Drummond" and "Condemned," is the leading player in "Raffles," with Kay Francis, who appears in the role of Gwen, a Society debutante. Colman gives a bright piece of acting as Raffles, and there is much excitement, intermingled with welcome humour, and, of course, romance, in the scenes. Bramwell Fletcher (as Bunny), Frederick Kerr (as Lord Melrose), Allison Skipworth (as Lady Melrose) and Wilson Genge (as Barnclough) act excellently. David Torrence is splendid in the role of Inspector McKenzie of Scotland Yard.

"FLIGHT"

Columbia's all-talking roadshow attraction, "Flight," is showing at the Central Theatre. The cast includes Jack Holt, Lila Lee, Ralph Graves, Harold Goodwin, Jimmy De La Cruz and Alan Roscoe.

Against the varied and picturesque backgrounds of a marine flying base, the rough wilderness of Nicaragua and a Central American dance hall, awe-inspiring flying feats lend colour, thrills and daring to a poignant love story and the great friendship of two buddies in the Marine Corps.

The film made with the co-operation of the United States Marine Corps is technically perfect. The most spectacular air feats ever photographed kept the audience in breathless suspense. The Capra-Holt-Graves combination that made "Submarine," the outstanding sea picture of many seasons, makes good in a new field. Lila Lee plays the leading feminine role with skill and enthusiasm. Good film fare for all.

"WHAT A WIDOW."

Gloria Swanson's talkie comedy "What a Widow," which pleased Star Theatre patrons, opened its run at the World Theatre yesterday and was well received. The sound reproduction at the World is well toned down to suit the size of the theatre and clear, but the screen is rather on the small side with the result that often in "long shots" figures looked small and seemed a great distance away, even from the front row of the dress circle.

Supporting the Swanson feature are a Fox Newsreel, and two song films, which go to make up an enjoyable programme.

"LUCKY POLLY MORAN."

Polly Moran is William Haines' "good luck" when he starts out to make a new picture. So Polly is found, among the featured cast in "Remote Control," his new Metro-Goldwyn-Mayer talkie, which will come on Sunday to the Queen's Theatre.

For several years Haines has not made a picture without finding a part in it somewhere for Polly, and in the picturisation of the stage play Polly is to be seen and heard as a radio beauty expert.

Mary Dorn is the leading lady in the new Haines vehicle, and the supporting cast includes Charles King, John Miljan and J. C. Nugent.

HIDDEN MYSTERY.

NIGHTLY STONE-THROWING Baffles Police.

Belgaum police officers are puzzled over, and are unable to trace the source of, showers of stones that are daily received on a bungalow in Belgaum owned and occupied by Rao Bahadur R.C. Ardal, I.C.S., retired deputy collector.

For some days, immediately after dusk, the bungalow has received on the roof nearly two dozen stones in succession from both sides.

An attempt was made to scare the mischief-makers by firing two shots in the air, but it had a contrary effect as stones of greater magnitude were thrown.

The police have been vigilant since then. One night all the servants of the bungalow were penned in but the stone-throwing continued.

Mr. Westgate Home, Inspector, Mr. Kunk, sub-inspector, and a force of 20 policemen guarded the bungalow, occupying the roof. No stones, however, appeared. Next day, at noon, two stones struck the roof.

"Curiously enough," stones fell on the roof of a bungalow near by, occupied by a police officer who was keeping watch on Mr. Ardal's bungalow.

NEW ADVERTISEMENTS

NOTICE.

NOTICE IS HEREBY GIVEN that we have appointed Messrs. GILMAN & CO., LTD., to be our Distributors in Hong Kong and South China for the sale of HUMBER and HILLMAN CARS, effective from April 1, 1931. ROOTES LIMITED. Hong Kong, April 9, 1931.

NOTICE.

NOTICE IS HEREBY GIVEN that as from April 1, 1931, we have assumed the Distributorship for Messrs. ROOTES LTD. (Humber and Hillman Cars) and invite enquiries for delivery of cars in either Hong Kong or England. Particulars of re-purchase terms, etc., upon request. GILMAN & CO., LTD. Hong Kong, April 9, 1931.

WANTED.

UNION CHURCH, Kennedy Road.—Spring Jubilee Sale on Friday, May 8. Contributions of clothing, etc., gratefully received at the Church Hall on Wednesday and Saturday mornings.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social Functions.

To-day—Tea Dance at Hong Kong Hotel.

To-night—Dinner Dances at Peninsula and Hong Kong Hotels.

Saturday—H.K. University Law and Commerce Society annual dinner, Lane, Crawford's Restaurant, 8.30 p.m.

Entertainments.

To-day—King's Theatre; "The Spoilers."

To-day—Queen's Theatre; "The Sea Bat."

To-day—Central Theatre; "Flight."

To-day—Majestic Theatre; "Mamba."

To-day—Star Theatre; "Raffles."

To-day—World Theatre; "What a Widow."

Friday—P.A.O.B. Dance, Lecture Hall, Wellington Barracks, 8.30 p.m.

April 11 and 13—Theatre Royal; Dance recitals, 9.15 p.m.

Home Mails.

To-day—Inward from Europe via Siberia (Mirzapore), from Europe via Suez (Kalyan); Outward for Europe via Siberia (Empress of Asia), 6 p.m.

Lammert's Auctions.

To-morrow—At Sales Room, household furniture, etc.

To-morrow—At Godown No. 33, H.K. & K. Wharf & Godown Co., Ltd., Kowloon, round bars, potatoes and chestnuts, 11 a.m.

Land Sales.

April 13—At P.W.D. Offices, 3 lots of Crown land, 3 p.m.

Sports.

See Sports Diary on Page 9.

Meetings.

April 27—Co. of University, 5.15 p.m.

Miscellaneous.

To-day—Ann. inspection of Volunteers, Murr., Parade Ground, 6 p.m.

SCRATCH PIG YOU FIND MAN.

Story of a Deception Which Did Not Work.

Being in a state of poverty, a peasant farmer living in a village near Treves decided that he would kill his pig without first calling in the official inspector, to certify the animal fit for human consumption, a practice which the law requires. Inspectors demanded fees, even from poor peasants.

Unfortunately, the wife of a neighbouring peasant suspected that an unlawful pig killing had taken place and she called upon the pig owner's wife forthwith. There was no love lost between the two women.

The visitor had to be put off the scent of pig meat somehow. In a moment the peasant had taken off his upper garments and had buried himself in the straw lying on the floor of the sty recently occupied by the now deceased pig. His wife conducted her visitor to the sty, to convince her that the pig was still in it and alive.

The visitor admired the pink and white back peeping through the straw and, having a liking for pigs, scratched or two and then "The back of a pig's back all right, but where are the bristles?" That was too much for the peasant. He jumped to his feet and ran straightway to the inspector, to make a confession.

NOTICE.

I HAVE TO-DAY established myself as Stock and Share Broker with offices in the Bank of Canton Building, 5th floor, Telephone No. 22048.

SYRRE BERG, Member of the Hong Kong Sharebrokers' Association.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 13th day of April, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Waterloo Road, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Area in Sq. Ft.	Annual Rental in \$.	Base Price.
1	Known as Lot 1, Adjacent to the North of New Road, Portland Street.	N. 100 ft. E. 100 ft. S. 100 ft. W. 100 ft.	40,000	5.00	12,500

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 13th day of April, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Area in Sq. Ft.	Annual Rental in \$.	Base Price.
2	Known as Lot 2, North of New Road, Portland Street.	N. 100 ft. E. 100 ft. S. 100 ft. W. 100 ft.	40,000	5.00	12,500

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 13th day of April, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at May Road, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Area in Sq. Ft.	Annual Rental in \$.	Base Price.
3	Known as Lot 3, North of New Road, Portland Street.	N. 100 ft. E. 100 ft. S. 100 ft. W. 100 ft.	40,000	5.00	12,500

PUBLIC AUCTION.

THE Undersigned have received Instructions to sell by Public Auction

ON FRIDAY, April 10, 1931, commencing at 11 a.m., at Godown No. 33 of the Hong Kong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

503 Pieces Round Bar Ends, 2 Bags Potatoes, stored in Godown No. 47, 3 Bags Chestnuts, stored in Godown No. 47.

Ter. Cash on Delivery. LAMBERT, BROS., Auctioneers. Hong Kong, April 9, 1931.



"SAY IT WITH SONGS"

5415—I'm in the Seventh Heaven Layton and Johnstone.
5625—Little Pal Organ Solo.
—I'm in the Seventh Heaven

"GOLD DIGGERS OF BROADWAY"

2018D—Painting the Clouds With Sunshine Fox-Trot.
9912—Gold Diggers—Selection Regal Cine Orch.

"KING OF JAZZ"

CH86—A Bench in the Park Fox-Trot.
—Happy Feet

CH87—Song of the Dawn
—I Like to do Things for You

CH88—It Happened in Monterey Waltz.
Ragamuffin Romeo Fox-Trot.

"WHAT A WIDOW"

DB312—Love is Like a Song Nora Blancy.
—Say "Out" Cherie

Anderson Music Co., Ltd.

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Also Acrobats, Clowns, Chinese Juggling (which is the best in the world), Good Circus Band.

AND MANY OTHER ATTRACTIONS.

MATINEE: WEDNESDAY, SATURDAY & SUNDAY.

COMMENCES AT 2.30 P.M.

Prices: \$2.80; \$2.00; \$1.10 & 55 cts.

Children & Servicemen Half Price to all Seats except Boxes. Including Entertainment Tax.

CENTRAL THEATRE

COMMENCING SUNDAY, April 12th.

A 1931 PARAMOUNT SUPER-PRODUCTION

At last! The Talking screen has found

a second GRETA GARBO in

MARLENE DIETRICH

The new German screen beauty who is the rage of two continents in.

"MOROCCO"

brings

The Magnificent Enchantress of the Talking Screen!



BEAUTIFUL Ravishing! Marlene Dietrich, the rage of two continents! A woman whose life is love. See her bring the Legion of the Dead to life! In the most masterful drama of the year! "A new electric light name is born," exult the critics. See for yourself!

A Paramount Picture with

CARY COOPER, MARLENE DIETRICH, ADOLPHE MENJOU

A JOSEF VON STEINBERG PRODUCTION

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SHOWING TO-DAY
AT 2.30, 5.10, 7.15 and 9.30 p.m.

GOLD!

And women — one good, one bad! Men fight for buried riches in the Yukon! But women want love! The smash-drama of the great outdoors —



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AN EDWIN CAREWE PRODUCTION
REX BEACH
WITH GARY COOPER

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COMMENCING 10th APRIL
"FOLLOW THRU"

WITH CHARLES ROGERS NANCY CARROLL

PRICES Including tax :—

Loge Seats	\$2.20
Dress Circle	\$1.70
Back Stalls	\$1.10
Front Stalls	.50

Booking at the Theatre Only.

'Phones 25313 and 25330.

Patrons are requested to call for seats reserved, 15 minutes before the Show. No reservation can be guaranteed after that hour.



TO-DAY TO SATURDAY.



MAMBA
A Supreme Achievement!

A beautiful romance, a powerful drama, savage warfare—Produced entirely in sound and in Technicolor. Starring in its power and magnificence.

Jean Harsholt
Eleanor Boardman
Ralph Forbes

Directed by Al Roze

Sport Columns

BIRD'S EYE VIEW OF SPORT.

Rugby & Cross-Country from the Air.

FINE SIGHT.

A thin white line comes to life, and I see Lilliputian figures adopt a formation like birds in flight. I am looking for the first time at the start of a cross-country race from an aeroplane over Windsor Great Park. In the distance I see the battlements of Windsor Castle and St. George's Chapel in all their glory.

Through my field glasses it seems as if the Playing Fields of Eton adjoin the Castle grounds. Those who have not been fortunate enough to see Windsor from the air cannot realise its great beauty. Until one sees the country stretched out beneath like some vast relief map, one cannot fully realise the glory of our countryside.

At a quarter past three I left the London Air Park at Hanworth in a Desoutter Sports Coupe. A little later I looked down upon a reservoir as big as Hyde Park and Kensington Gardens. Along the Roman road to Staines motor-coaches crawled laboriously, like white caterpillars.

Large Bowling Green.

Nearing Virginia Water I looked down upon the bungalow town of Wyndesbury. On my left was Runnymede. A few moments later I passed over what looked like a large bowling green—the Prince of Wales' landing ground in Windsor Park.

Ten minutes after leaving the Hanworth Flying Club we were above the Long Walk of Windsor Great Park. Little groups of spectators were gathered together along the course, few venturing far from the starting point of the race. Moving on to Windsor, we circled over the Imperial Service College, where I could see the boys playing hockey.

Over the Park again, I was surprised to see not a single athlete was on the mark. I looked at my watch. It was ten minutes after the time the race was due to start. Had the runners already started? I decided to find out; so we flew up the Long Walk, and turned by the Copper Horse. Not a sign of any runners, who would easily be distinguished against the green landscape. We circled again, and fly higher, so as to observe better the surrounding country.

No Start Yet.

Over the Windsor Football Ground, Clewer, and round we came again over Victoria Barracks, and towards Old Windsor; but as yet the start had not been made!

Now the teams are lining up; so we drop several hundred feet, so as to get a good view of the start. At last they are off, and a fine sight it is; in fact, I do not think that it would be possible for one to see better the start of a cross-country race. From the ground, in flat country, a cross-country start is a disappointing affair, and especially so when there is a field of over two hundred, as was the case on this afternoon.

For the moment they are lost to sight, hidden by the stately chestnut trees which form the avenue of the Long Walk. Then, owing to the movement of the aeroplane, the trees seem to be moving towards the runners, who are silhouetted against the yellow sand of the Long Walk.

The runners are nearing the Copper Horse, and have slowed down their pace up the gradient. Three men lead, almost abreast, shortening their stride as they ascend the hill. The fourth is running with longer stride, and lets the leaders act as pacemakers. Following closely on his heels are a group of runners who have at this early stage of the race separated themselves from the main body, then a gap, and then a cluster of white forms.

Approach Twickenham.

We then decide to go, and see how they are getting on at Twickenham, so five minutes later we pass near the London Air Park. Over a thousand feet above the ground I see Brooklands track like a saucer embedded in the earth. We approach the Twickenham ground, surrounded by thousands of cars in mile-long fingers. The stands are filled with a mass of black objects, and I find difficulty in realising that these are human beings—individual followers of the movement of the players, which I could easily follow, as we drop lower, and circled round the ground. Even from so high up I could not fail to notice that the thirty-

FAMOUS GOLFER RESUMES.

Wethered Excels After Other Diversions

PRACTICE ESSENTIAL.

It was very pleasant to read the other day of the reappearance of R. H. Wethered in public golf. His friends had been saying that, like his famous sister, he had lost interest in tournaments and team matches, and that henceforth he would follow in her footsteps as one who pursued the game only at intervals for the joy of friendly matches.

It is truly a pity when first-class golfing talent seeks this kind of seclusion, and unfortunately there have been a good many instances on the part of amateurs who came to detest the tumult and the business aspect of championships. I met a player recently who declared that his experiences in last year's amateur championship at St. Andrews had filled him to repletion. Having been at the mercy of the crowd following Bobby Jones, he and his rival had spent about an hour and a half in playing the five holes round the bend from the eighth to the twelfth—and that in an uproar.

Wethered's friends said that, as he had gone to live a goodly way out of London and focussed his hours of recreation on such country pursuits as hunting and dog-breeding, he might be regarded as one who had passed quietly out of big golf. Anyhow, there were ample signs that his hand had lost none of its skill when he appeared unexpectedly for Stoke Poges against Oxford University. He did the first ten holes at Stoke Poges—the course with the highest scratch score in the country—in three strokes under an average of 4's, and beat J. P. Marston, the Oxford captain, by 5 up and 4 to play.

A Born Team Player.

Wethered attained his highest honour last season, when he was appointed to lead the British team against the United States in the Walker Cup match at Sandwich. Some people thought that, as captain, he should have insisted upon a thorough system of practice and training for his team. Whatever his own views on the matter, I presume that he would have to leave it to the St. Andrews Selection Committee, as the body primarily responsible for the side, to introduce any such regime.

Wethered plays golf so essentially in the spirit of the man who regards it from first to last as a recreation that it is impossible to imagine his introducing a rigorous course of training, and yet he enters into a Walker Cup match so ardently that he always kindles the liveliest hopes and expectations. It is the one affair of the links for which he has always practised long and diligently. I am sure that he would far rather win his match for Britain than secure any championship.

No Inferiority Sense.

Moreover Wethered has none of that sense of inferiority to which British amateurs are supposed to have become resigned in connection with this match. Nor need he be burdened with it, for, in his four appearances for his nation, he has helped to win all his foursomes and lost only two of his singles. His conqueror in these two singles has been Bobby Jones, although at Long Island, New York, in 1922, Jones had to fight very hard to beat him by 3 up and 2 to play, over 36 holes. Wethered is an example of the (Continued at foot of next column.)

one men on the field were "on their toes."

Flying home, I saw a strange contrast. A few hundred yards away from the Twickenham ground, where the International match was being fought out before a multitude of people, I saw thirty men also playing Rugby, and the difference in the standard of the players in the two games I could see from above.

From the air, the numerous sporting activities on this Saturday afternoon had been a wonderful sight, and as we descended upon the London Air Park an engineless glider was also making its descent, and N.F.S. aeroplanes were coming and going. And as I walked back to the club house I felt that my experience had been unique, for I had seen the start of the South of the Thames cross-country championship at Windsor, and the International match at Twickenham in progress, as well as various sporting activities on route, all in the space of an hour. (Written a Member of Hanworth Flying Club in the Morning Post.)

S. WALES BORDERERS' SPORTS.

Only Four Events Are Decided.

SPOILED BY RAIN.

Ground conditions and rain marred the athletic meeting of the South Wales Borderers yesterday, only four events taking place. The remaining events were to be run this morning and this afternoon at Sookunpoo.

The results of the four events were as follows:—

100 yards:—1, Pte. Rees; 2, Pte. Lewis; 3, Pte. Wakeford. Time: 10.3/5 secs.

Inter-Company Relay Race (four runners, ¼ mile each):—1, D.M.G. Co.; 2, "A" Co.

One mile team championship:—1, D.M.G. Co.; 2, "A" Co. 200 yards:—1, Pte. Rees; 2, Lt. Barlow; 3, Pte. Wakeford. Time: 24 secs.

V.R.C. MEETING.

HONOUR FOR MR. JAS. STEWART.

A RECORD OF PROGRESS.

It was voted at the annual meeting of the Victoria Recreation Club last night that Mr. James Stewart, an enthusiastic member and official for many years, who is shortly leaving for Home, should be elected an Honorary Life Member. At the same time, Mr. Stewart was presented with the diploma and badge of the Royal Life Saving Society.

Mr. W. Logan took the chair, and in the course of his report, said that the year 1930 had been most gratifying. It was often said that new brooms swept clean. In this case they had kept on sweeping.

Finances showed a profit of \$2,141.17, in spite of the expenditure of \$3,029 on extraordinary repairs, and redemption of debentures. The buildings had been overhauled and interiors redecorated. The Club had been re-wired throughout, and various new lights put in.

As regards life-saving, 22 members had qualified. Thanks were due to Sergt. Hunt, Mr. Silva Netto, and Dr. Lang for assistance during the tests. Special thanks were due Mr. Silva Netto for presents of debentures.

The Chairman concluded with an expression of regret at the departure of the Hon. Secretary, Mr. Stewart.

Election of Officers.

The following officials were elected:—Chairman, the Hon. Mr. W. T. Southern, Hon. Secretary, Mr. J. A. Victor, Hon. Treasurer, Mr. S. V. Gittins. General Committee, Messrs. W. Logan, F. W. T. Ross, A. F. P. Silva Netto, J. R. Soares, S. A. Marcal, W. Anderson, H. Hyndman, J. M. M. Alves and Lieut.-Col. Eaves.

golfer who is always better when he is playing for the side than when he is trying to capture a title for himself.

A few years ago Walter Hagen told us that what we needed to do was to take off our coats and work at golf; that we were too disposed to find smug satisfaction in the reflection that we knew how to lose like good sportsmen.

His criticism aroused a lot of indignation in this country, and it is indicative of the individuality of Wethered, that lured for once into making a statement, he declared that Hagen was right.

"We do not practise at golf," he said, "in the sense that practice must become hard, regular work. It is a distasteful business, unsuited to our easy-going frame of mind, but it is essential," writes Harry Vardon in The Sports Despatch.

The Driving Swing.

I have proclaimed myself consistently as an opponent of the straight left arm in the up swing which Wethered cultivates so sedulously, and I still wish that he would modify it for his wooden club shots. It may be perfectly suitable for the irons, but I am sure that the driver and other wooden clubs need a little more freedom and flexibility of muscle.

I am surely not wrong in my mental picture of Wethered some ten years ago, as, for instance, when he won the British Amateur Championship at Deal, and so saved it from going to one of the strongest forces of Americans that over assailed it. It seems to me that for his drives he used to stand in a relaxed way, with his head well over the ball, and swing with all the ease of a man who saw no special virtue in a straight left arm for a full shot. Still, whichever way he is playing, there is always something stimulating about his golf.

AT THE WORLD TO-DAY TO SATURDAY At 2.30, 5.15, 7.15 & 9.20.

GLORIA SWANSON in

ALLAN DWAN PRODUCTION
Presented by JOSEPH W. KENNEDY
UNITED ARTISTS PICTURE

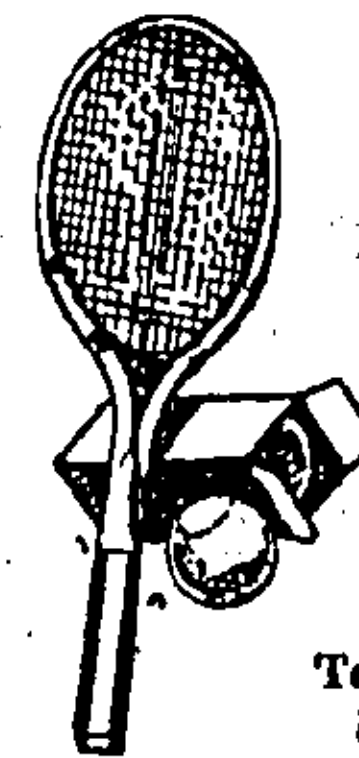


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100% ALL-TALKING!

RONALD COLMAN in RAFFLES
UNITED ARTISTS PICTURE

AT THE STAR TO-DAY TO SATURDAY At 2.30, 5.20, 7.20 & 9.20



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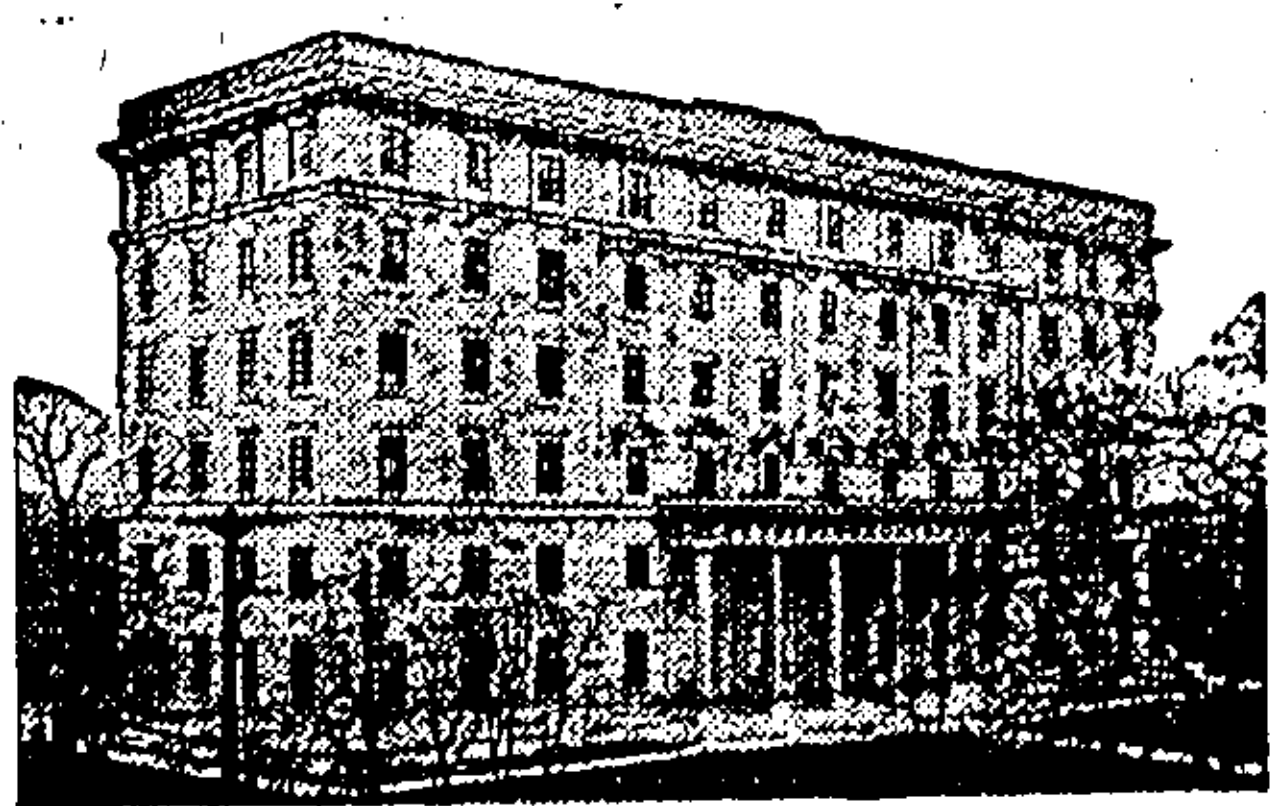
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SILK SCARVES, MULES.LINENS OF ALL DESCRIPTION
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MEN who forge ahead in business raise their standards of living; their wants increase. But too often, the amount of life insurance remains the same. Should the inevitable happen, the widow and children must effect a drastic cut in their scale of living.

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THE
MANUFACTURERS LIFE
INSURANCE COMPANYE. J. R. MITCHELL,
District Manager.
1B, Chater Road - Tel. 20601.SHOULD CRICKETERS
DRINK?A Famous Player
"On the Mat."

The recent duel between Lady Astor and Percy Chapman is reminiscent of a story told about a famous England cricketer belonging to a Midland county. This individual was certainly not a total abstainer. He might well have played Shakespeare's Bardolph without making up much; some likened him to the once celebrated Ally Sloper. He is dead years ago, so the story will not hurt him.

On the carpet before his county committee, he was addressed severely by the Chairman. "We have heard, So-and-So, that you were very drunk during the recent match at Brighton."

"So I was—what about it? I made over a hundred and took nine wickets. That ought to be good enough, I reckon."

"But we cannot tolerate such conduct, you know."

Bardolph's eyes swept the ranks of the grave seigneurs in high disdain. "And which of you gentlemen," he asked, "ever made a hundred runs and took nine wickets in any sort of a match, drunk or sober?"

ARGYLLS DEFEAT THE
UNIVERSITY.

ONE GOAL MARGIN.

Only one of the four League games down for decision yesterday was played. This was a Second Division game on the Chatham Road ground between the Argylls and the University. Playing ten men throughout, the University were defeated by the odd goal in three. Tan scoring their only goal, and Alexander two for the Argylls, on a heavy ground which handicapped the players.

Result:—
Argylls 2
University 1

League Table to Date.

	P.	W.	D.	L.	F.	A.	Pts.
Borderers	22	17	3	2	45	19	37
Navy	22	17	0	5	89	25	34
Argylls	20	14	3	3	44	22	31
Eastern	19	13	2	4	37	14	28
Club	22	11	4	7	28	20	26
Athletic	22	8	4	10	20	12	21
St. Joseph's	22	8	3	11	30	41	19
University	20	7	9	4	33	28	18
Kowloon	22	7	4	11	20	39	18
South China	21	4	4	13	22	49	12

SCOTS TEAM.

Sunday Herald Charity Cup
Match.

The following have been selected to represent Scotland against China in the final of the Sunday Herald Charity Cup Competition to be played on the Hong Kong Football Club ground on Saturday, April 18, at 4.30 p.m.—

Rodger (Club); Blackburn, Henderson (Argylls); Hay (Argylls); McKelvie (Kowloon); A. Duncan (Club); Hughes, McTavish, Loudon (Argylls); Oram (Police); and Capt. Campbell (Argylls).

Reserves: Angus, Macfarlane, Shepherd, Alexander, Bell, and McGlashan.

FOOTBALL MEETING.

A meeting of the Council of the Association will be held in the Associations offices, 20, Ice House Street, at 6.30 p.m. on Tuesday.

ROYAL YACHT.

BRITANNIA TO HAVE NEW MAST
ADJUSTED.

TO RACE THIS YEAR.

Rugby, Yesterday.
The King's yacht Britannia left Cowes to-day for Gosport to have her new mast adjusted suitable for the Bermuda Rig, in which she will race during the coming season.—British Wireless Service.

FUTURE S.A. TEST
PLAYER.Played Tate Like a
Veteran.

Newton, the 16-years-old school-boy of the Orange Free State, who played Tate in South Africa like a veteran, is considered to be a Test player of the near future. In Currie Cup matches he has an average of 80.4 and he is also a useful change bowler. Some critics think he would already pass through the fire of a Test Match successfully because he undoubtedly has the big-match temperament but the authorities consider him too young yet. Cambridge can look forward to a boy who may prove as great an attraction as Oxford's Owen-Smith for Newton is destined for a legal career, and will go to the Light Blue 'Varsity in due course.

Our Sports Diary.

LOCAL.

LAWN TENNIS—To-day—H.K.C.C. Tournament.
FOOTBALL—Saturday—First Division—South Wales Borderers v. St. Joseph's; Royal Artillery v. Argylls; Club v. Police; Chinese Athletic v. Club de Recreo; Kowloon P.C. v. Navy.
April 18—Sunday Herald Charity Cup Final—Scotland v. China.

HOCKEY—Saturday—Gaer Clark Cup—Hong Kong Ladies' Hockey Club v. Kowloon Ladies' Hockey Club.

CRICKET—Saturday—Division I—C.C.C. v. I.R.C.
FENCING—Monday—Fencing Club Meeting, Yacht Club, 5.15 p.m.

RACING—April 18—Third Extra Race Meeting, Happy Valley.

HOME.

GOLF—To-day—Professional Tournament, Rehampton.
April 20-24—English Amateur Championship.
April 25 and 26—Professional Tournament, Torquay.
April 27—Army Championship, Sandwich.

RACING—Saturday—Newbury Spring Cup.
April 29—Two Thousand Guineas.

FOOTBALL—Saturday—Scottish Cup Final; Amateur Cup Final; Army v. Navy and Marines.
April 25—English Cup Final, Wembley.

RUGBY FOOTBALL—Saturday—British Army v. French Army; Twickenham.

CAMBRIDGE ATHLETE
INJURED.Tisdall Unable to
Help Caius.

London, March 12.

R. M. N. Tisdall, the brilliant Cambridge athlete, who took four events against Oxford last Saturday, was yesterday unable to assist his college, Caius, against Pembroke in the final of the Rouse Ball Cup. He has injured both ankles in a fall, and he will have to keep off the track for a considerable period.

Pembroke won the Rouse Ball Cup for the seventh year in succession. They beat Caius by 72½ points to 38½.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	11½
Bank, on demand	11½
Bank, 4 months' sight	11 11/16
Credits, 4 months' sight	1/— 5/16
Documentary, 4 months' sight	1/— 7/16
On demand	600
Credits, 4 months' sight	640
On New York—	
On demand	23½
Credits, 60 days' sight	24½
On Bombay—	
Wire	65½
On demand	65½
On Calcutta—	
Wire	65½
On demand	65½
On Singapore—	
On demand	41½
On Manila—	
On demand	47
On Shanghai—	
On demand	Tls. 78
Dollar	5¼% dis.
On Yokohama—	
On demand	47½
Foreigners (Bank's buying rate)	1/— ¾
Silver (per oz.)	12½
Bar Silver in Hong Kong	Nominal
Copper Cash	Nominal
Copper Cents	3½ prem.
Rate of Native Interest	3¼% p.a.
Chinese Sub. Coin	23½% dis.
Hong Kong Sub. Coin	Par

LONDON EXCHANGES

Rugby, Yesterday.	
Paris	124.22½
New York	4.85 29/32
Brussels	34.92½
Geneva	25.11½
Amsterdam	12.11½
Milan	92.81½
Berlin	20.4
Stockholm	18.15
Copenhagen	18.1½
Oslo	18.16
Vienna	34.55½
Prague	164
Helsingfors	193½
Madrid	44.2
Lisbon	108.25
Athens	375
Bucharest	217
Rio	3 19/32
Buenos Aires	39 1/16
Montevideo	85
Bombay	1/5 13/16
Shanghai	1/2 ½
Hong Kong	11½
Yokohama	2/— 18/32
Silver Spot	12½
Silver Forward	12 11/16

—British Wireless Service

LOCAL TEAMS FOR
SATURDAY.

CRICKET.

League I.
C.C.C. v. I.R.C.—C.C.C. Ground at 2 p.m.
I.R.C.—A. H. Rumjahn (captain), A. H. Madar, A. O. Arculli, A. A. Rumjahn, F. D. Pereira, A. R. Minu, S. A. Ismail, O. Ismail, A. K. Minu, J. S. A. Curreen, and F. M. el Arculli.

HOCKEY.

Y.M.C.A. v. H.M.S. TAMAR—King's Park at 3 p.m.
Y.M.C.A.—G. Moss, R. Dormer, L. Tipple, L. Macey, V. Purvis, R. A. Bates, A. R. Brown, W. H. Smith, Dr. Ashton, F. Parker, and H. Muller. Reserve: F. Murphy.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 9th April, 1931.

STOCK	Buyers	Sellers	Sales	Norm.	Plu.	Last dividend and when paid
Banks.						
Hong Kong Bank	2040				Dec.	(Final 40 cents) for 1930 Mar. 31
Chartered Bank					Dec.	(Final 40 cents) for 1930 Mar. 31
Maritime Bk., Ltd.					Dec.	(Final 40 cents) for 1930 Mar. 31
Bank of Asia	118				Dec.	(Final 40 cents) for 1930 Mar. 31
Insurance.						
Canton Ins.			1860		Dec.	(Final 27 for 1928) May 15, 30
Union Ins.	650	635			Dec.	(Final 27 for 1928) May 15, 30
*China Underwriters	4.35		(4.30)		Dec.	None
China Fire Ins.			525		Dec.	(Final 40 cents) for 1930 May 30, 31
H. K. Fire Ins.			1800		Dec.	(Final 40 cents) for 1930 May 30, 31
Shipping.						
Douglases	24				Dec.	Last dividend for 1930 Mar. 4, 30
H. K. Steamboats	202				Dec.	(Final 40 cents) for 1930 June 10, 30
Indo-China (Pref.)			10		Dec.	Last dividend for 1930 Jan. 6, 31
Shell Transport			55		Dec.	(Final 27 for 1928) Mar. 31, 31
Union Waterboats			35		Dec.	(Final 27 for 1928) Mar. 31, 31
Mining.						
Benguet	91				Dec.	(Final 27 for 1928) Mar. 31, 31
Kailan Mining Ad.			32/6		Dec.	(Final 27 for 1928) Dec. 30, 30
Langkat			8		Dec.	(Final 27 for 1928) May 8, 30
Shai Exploration	185				Dec.	(Final 27 for 1928) Feb. 6, 31
*Loans			51		Dec.	(Final 27 for 1928) Mar. 16, 31
*Raub	991				Dec.	None
Venezuela Gold Fields	92				Dec.	None
Docks, Wharves, Godowns, &c.						
H. K. & S. Wharves	108	159			Dec.	(Final 40 cents) for 1930 Mar. 19, 31
H. K. & S. Docks			20		Dec.	Last dividend for 1930 Mar. 19, 31
South Ch. Motors			10		Dec.	(Final 40 cents) for 1930 Apr. 8, 31
*China Provident (old)	5.15				Dec.	(Final 40 cents) for 1930 Sep. 19, 30
(new)	2.40		2.40		Dec.	(Final 40 cents) for 1930 Mar. 4, 31
Hongkew	282				Dec.	(Final 40 cents) for 1930 Apr. 7, 30
N. Engineering	113				Dec.	(Final 40 cents) for 1930 Apr. 7, 30
Shanghai Docks	113				Dec.	(Final 40 cents) for 1930 Apr. 7, 30
Lands, Hotels & Buildings.						
*H. K. & S. Hotels	14.40				Dec.	(Final 40 cents) for 1930 Feb. 27, 31
H. K. Lands	84				Dec.	(Final 40 cents) for 1930 Feb. 27, 31
Shanghai Lands	19	1 in 10			Dec.	(Final 40 cents) for 1930 Feb. 27, 31
Humphreys (Cum Rts.)	16				Dec.	(Final 40 cents) for 1930 Feb. 27, 31
*Rights			21		Dec.	(Final 40 cents) for 1930 Feb. 27, 31
H. K. Estates	11.10	11.30			Dec.	(Final 40 cents) for 1930 Feb. 27, 31
Chinese Estates	90				Dec.	(Final 40 cents) for 1930 Feb. 27, 31
Cotton Mills.						
*Ewo Cotton	14				Dec.	(Final 40 cents) for 1930 Mar. 19, 31
Shanghai Cotton	108				Dec.	(Final 40 cents) for 1930 Nov. 29, 30
Zoong Sings	11.00				Dec.	(Final 40 cents) for 1930 Oct. 11, 30
Public Utilities.						
*H. K. Tramways	17.60				Dec.	(Final 40 cents) for 1930 Feb. 27, 31
Peak Tram (old)			1		Dec.	(Final 40 cents) for 1930 June 10, 30
(new)			1		Dec.	(Final 40 cents) for 1930 Feb. 27, 31
Star Lines	91				Dec.	(Final 40 cents) for 1930 Feb. 27, 31
*China Light	24.80				Dec.	(Final 40 cents) for 1930 Dec. 16, 30
H. K. Electric	76				Dec.	(Final 40 cents) for 1930 Mar. 18, 31
Macao			12		Dec.	(Final 40 cents) for 1930 Mar. 18, 31
Sandakan Light			12		Dec.	(Final 40 cents) for 1930 Mar. 18, 31
H. K. Tel. fully paid	40				Dec.	(Final 40 cents) for 1930 Mar. 18, 31
H. K. Tel. fully paid	39				Dec.	(Final 40 cents) for 1930 Feb. 27, 31
China Buss			18.30		Dec.	(Final 40 cents) for 1930 Feb. 27, 31
*S'port (Transit) (Ord.)			6/8		Dec.	(Final 40 cents) for 1930 Feb. 27, 31
(Pref.)			19/—		Dec.	(Final 40 cents) for 1930 Feb. 27, 31
Industrials.						
China Sugars			80		Dec.	(Final 40 cents) for 1930 Apr. 11, 30
Malayan Sugars			10		Dec.	(Final 40 cents) for 1930 Apr. 30, 30
Cald: Macg. Ord.			14		Dec.	(Final 40 cents) for 1930 Apr. 30, 30
(Pref.)			10		Dec.	(Final 40 cents) for 1930 Apr. 30, 30
Canton Ice			3.30		Dec.	(Final 40 cents) for 1930 Apr. 30, 30
*Cements (com.)	102				Dec.	(Final 40 cents) for 1930 Mar. 18, 31
(old)	112				Dec.	(Final 40 cents) for 1930 Mar. 18, 31
(new)			13.05		Dec.	(Final 40 cents) for 1930 Mar. 27, 31
H. K. Ropes			13.05		Dec.	(Final 40 cents) for 1930 Mar. 27, 31
Stores, &c.						
Dairy Farms	24				Dec.	(Final 40 cents) for 1930 Mar. 18, 31
Watsons			12.00		Dec.	(Final 40 cents) for 1930 Mar. 18, 31
Der A Wings			1		Dec.	(Final 40 cents) for 1930 Mar. 18, 31
Lanc Crawfords	4.90				Dec.	(Final 40 cents) for 1930 May 15, 30
Mackintosh			30		Dec.	(Final 40 cents) for 1930 May 15, 30
Sincera			13		Dec.	(Final 40 cents) for 1930 May 15, 30
Wm. Powells			4.80		Dec.	(Final 40 cents) for 1930 May 15, 30
Miscellaneous.						
H. K. Amusement (old)	100				Dec.	(Final 40 cents) for 1930 Sep. 27, 30
(new)	18				Dec.	(Final 40 cents) for 1930 Sep. 27, 30
Ch. Entertainment			10.00		Dec.	(Final 40 cents) for 1930 Sep. 27, 30
H. K. Construction			5		Dec.	(Final 40 cents) for 1930 Sep. 27, 30
B. Ind. G. Bonds	66%				Dec.	(Final 40 cents) for 1930 Sep. 27, 30
H. K. Govt. Loans	6%				Dec.	(Final 40 cents) for 1930 Sep. 27, 30

*Speculative shares. *Sales to Shanghai.

MOTORISTS—THIS IS YOUR PAGE

FORD PLANES.

Era in Aviation in Spain.

Overseas air mail service between Madrid, the capital of Spain, and the Canary Islands, Spanish possessions in the South Atlantic, has just been successfully inaugurated with a Ford tri-motor transport land plane, according to reports received by the Ford Motor Company.

The advent of the new service was hailed by Spanish newspapers as an outstanding event in Spanish aviation, reducing as it does the travel time between the Spanish peninsula and the Canary Islands by many hours and closely linking the island possessions to the kingdom.

The route of the Ford transport on its flight to and from the islands carried the plane over the broiling Spanish Sahara, with a long jump over water to Las Palmas and Santa Cruz de Tenerife. The outbound flight with stops for fuel at Casablanca and Cabo Juby, required 14 hours.

On its return flight, the party of officials who inaugurated the service, including Cesar Gomez, director of Class Air Lines, which operates the services to the Canaries as well as between Madrid, Seville and Barcelona, and Ernesto Navarro, technical adviser of the National Aeronautical Bureau, participated for three days in the search of the Sahara for the Spanish military pilots Burguete and Nunez, who had been forced down in the desert. During this search, the party in the Ford plane combed the Sahara from the air over a strip of territory 300 kilometres inland from the Coast. The search ended when the lost fliers found their way to an outpost, and reported themselves safe.

Throughout the difficult flights over the desert and in spite of the terrific heat the plane's three Wright J-6 motors functioned perfectly, the pilots Ansaldo and Soriano, reported following the return of the party to Madrid. The plane, being equipped with radio,

was in constant communication with the Spanish military base at Cabo Juby during the flights.

Upon his return to Madrid Pilot Ansaldo reported that in the round trip flight between Madrid and the Canary Islands and the flights over the desert in search of the lost aviators the plane had flown 8,000 kilometres, approximately 5,000 miles, with perfect performance.

The inaugural flight in the Ford plane, which the Class line had operated in regular service between Madrid, Seville, and Barcelona, was preliminary to the regular operation of the service between Spain and the Canaries with amphibian planes. The service at first will be weekly but later it is planned to put it on a daily basis.

A gathering of distinguished Spanish civil officials, including Minister of the Interior Matos, participated in the ceremonies, incident to the inauguration of the service when the plane departed from Madrid. Large crowds greeted the plane and its party at both Las Palmas and Santa Cruz de Tenerife. The plane carried in addition to the pilots and the official party two mechanics, a radio operator, large consignments of mail and bundles of the Madrid newspaper La Vanguardia.

HORSE-SHOES FOR LUCK.

A car with a horse-shoe firmly wedged in the wind-screen was driven for days before the owner even troubled to remove his "lucky" souvenir.

The shoe was flung on its edge straight into the middle of the screen, but so strong was the Triplex safety glass of which the screen was made that except where it was actually struck it remained almost undamaged.

The horse-shoe in this case did not bring luck to the owner of the car, but its presence in the wind-screen was eloquent testimony to an extremely lucky escape from serious injury.

AN ANOMALY.

Cyclist Taxed More Than Car Owner.

The motor cycling season may now fairly be said to have commenced. Next week-end will see us safely into March, and Easter is only five weeks hence. "Because we happen to be motor cyclists, however," says Motor Cycling in a leading article in mail week, "we are expected to wait until quarter-day (March 24) before registering our machines, or pay a full quarter's tax for only three weeks' usage of them."

"A man who owns a baby car can tax it from now until quarter-day for 14s. 8d., but the owner of a motorcycle must pay the full quarterly rate. Thus the absurd position arises that whilst a four wheeled four-seater car costs only 14s. 8d. to license for the remaining part of this quarter, the owner of a motor-cycle combination, paying only half the annual tax paid by the car, has to pay 51 2s.

"At the moment vigorous and praiseworthy efforts are being made in the trade to shorten the dead season and avoid, in some measure, the Easter rush by encouraging riders to buy early. The movement is one with which we have the fullest sympathy; early buying allows the trade to operate more economically and thus offer us still keener prices, and to buyers of new and second-hand machines alike it affords the opportunity to become thoroughly conversant with their motor cycles before the Easter holiday."

A tremendous impetus would be given to the "buy early" movement if there were not that unfair and quite unnecessary taxation barrier in the way. Whatever his circumstances, every rider resents paying three months' tax for one month's usage. Mr. Snowden would find that it would pay him handsomely to recognize the fact, both in direct taxation and in the petrol tax receipts.

MISS EUROPE.

Selects Car in America.

From the land of Pegasus, Aphrodite and Venus, as goodwill ambassador of the Greek Government, Miss Aliki Diplarakos, crowned Miss Europe of 1930 arrived in Detroit recently to select her personal car—a 100 horsepower Free Wheeling Hupmobile Eight Sedan.

Miss Europe's visit to the Hupmobile Car Corporation's plant here was her first insight into the industry which has brought fame and fortune to the Motor City. And gasping her amazement at the marvellous operations in assembly and testing of Hup cars, she eagerly followed every word of her guide through the factories. Particularly was she impressed with Hupmobile's new transmission, for she said:

"Oh, so this is the Free Wheeling I have heard so much about. Why it's so simple—anyone can drive with this marvellously easy shifting of gears."

Miss Diplarakos was first crowned beauty queen of Athens, her home city. Later she won the national pulchritude crown and was sent to Paris where last fall she was victorious over the beauties of all Europe. The Greek Government decided that a young woman of such talent and beauty would make an excellent unofficial ambassador of goodwill, so she was sent to tour the United States. She appears locally under the auspices of Greek organisations.

A tall and stately brunette with flashing black eyes, Miss Europe has a quick and eager smile. She is a talented musician and is noted as an interpreter of both modern and classical Greek dances. A linguistic student, she graduated from a seminary in Athens and continued her studies in Greek mythology in Paris. She expects to study for at least two more years. In addition to her native tongue Miss Diplarakos speaks English, German, Spanish and French. Her hobbies, besides music, include outdoor sports. She is particularly fond of tennis, swimming and riding. Accompanying her on this trip is her mother, also an accomplished linguist. Her father is an attorney for the National Bank of Greece.

Miss Europe is unusually modest and a brilliant conversationalist, even though she has been in the United States but a few months. One of the surprising quirks in this nineteen year old winner of Europe's beauty crown is her reticence toward publicity. She declares she will not enter the movies, but expects to spend two months in Hollywood and Los Angeles. Only recently she rejected an attractive offer from a leading motion picture producer.

The New Hupmobile Eight which Miss Diplarakos obtained for her stay in the United States is finished in black ducol trimmed with ivory.

Miss Europe's visit to the Hupmobile factory included a trip through Hupmobile's new engineering laboratories. Here she was intensely interested in the cold room and donned an aviator's fur-lined suit to inspect an engine being tested in sub-zero weather.

Miss Diplarakos plans to sail for Greece early this summer.

IN AUSTRALIA.

New Morris-Commercial on Trial.

The new Morris-Commercial 30-cwt. truck has emerged from its preliminary trials at Sydney with flying colours.

Loaded to the extent of 32 cwt., the truck was put through its paces on several steep, winding hills in the Randwick-Coogee locality. In spite of the fact that it had undergone no previous "running in," the vehicle never once faltered in its work, making climb after climb with gusto and exhibiting formidable braking power on the most awkward descents.

Salient features of this model include hill-climbing capacity with full load to the extent of 1 in 2½, speed of over 45 m.p.h., low emergency gear, generous equipment, engine-driven tyre pump, small turning circle, oilgun chassis lubrication, and front axle and differential clearance of 12 inches and 9½ inches respectively.

"With every indication," says The British Motor in Australia, "of a record wheat crop, a heavy wool clip and a large increase in dairy produce for the coming season, the new Morris truck seems to have timed its arrival well."

It is claimed that the chassis price is the lowest of any British vehicle in the truck line that has ever been offered in Australia. There is every likelihood of this Morris-Commercial model becoming a strong rival of the various trucks of foreign manufacture already established in the country.

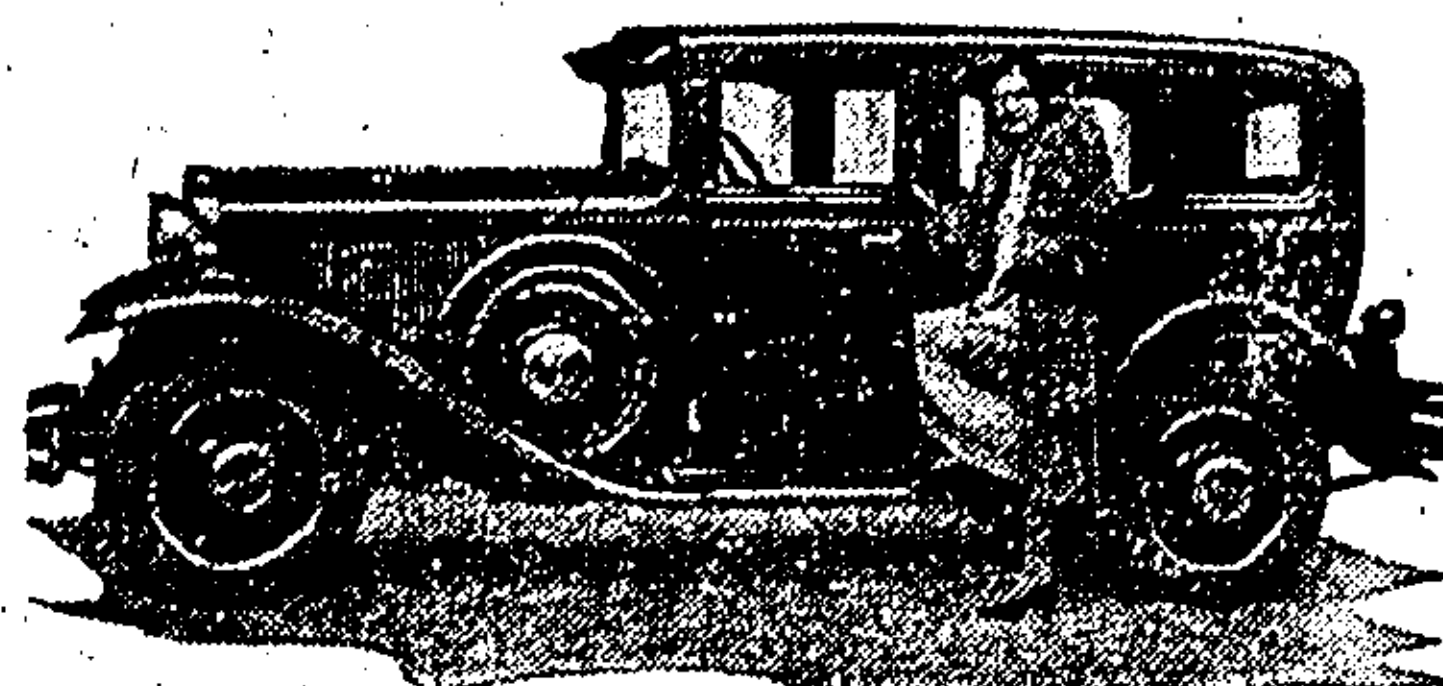
A word of praise is due to the impressive manner in which Messrs. Morris (New South Wales) Ltd. are exhibiting the truck in their showrooms.

MOTORISTS SHOULD NOT PLEAD GUILTY!

Under the old road laws a motorist who was summoned for exceeding the speed limit or for dangerous driving—to quote two common charges—seldom thought it worth while to fight the case, whilst even if he were legally represented he was often advised to plead guilty.

Police evidence which showed that over a measured distance his speed exceeded 20 m.p.h. was enough to secure a conviction in the first case, whilst the same evidence could be brought to support a charge of dangerous driving. Now, however, it is different; the abolition of the speed limit, says The Light Car and Cyclecar, has removed a source of evidence which admitted of no argument and motorists charged with dangerous or careless driving are advised to see not only that they are legally represented but that a vigorous defence is entered.

It must not be forgotten that the penalties under the new laws are heavy and that the extent of their infliction depends largely on the whims and fancies of each particular Bench; to plead "guilty" as of yore may, therefore, be to invite a heavy fine and possibly suspension of licence.



FIT FOR A PRINCE.

The biggest order ever placed in Britain by a single motorist—£10,000 worth of cars—is that of the Maharajah Rana Bahadur of Jhalawar.

Among the cars purchased by this Prince—all for use in India—was a Morris Isis, which he drove round the famous racing track at Brooklands, together with the many other cars from which his final selection was made.

The Prince is also taking back with him one of the 8 h.p. Fire Tender manufactured by Morris Motors Ltd., the many advantages of which were at once apparent to this discerning buyer.

ISIS FLEET FOR INDIA.

A fleet of six special khaki-finished Morris Isis touring models has been commissioned by the India Store Department. These cars have just been completed at the Cowley Works, and are destined for arduous work in India.

MOTOR INSURANCE.

Certificates—A Warning.

A good deal of misunderstanding seems to exist in connection with carrying insurance certificates, writes "Focus" in The Light Car and Cyclecar. Many people I know keep them locked up in a desk at home and intend, if they are stopped and asked to show the certificate, to give the constable the address of a police station near home where it will be produced within five days in accordance with the requirements of the Act. This, of course, is perfectly in order, but it is necessary to remember that the Act requires that the production of the certificate at the selected police station must be made "in person."

If a man living in the south were away in Scotland, it would not be in order for him to write home and ask them to take the certificate round to the police station. He would have to return home and do it in person, or, alternatively, to nominate a Scottish police station and to wire home for the certificate to be forwarded to him so that he could show it to the Scottish superintendent.

PUNCTUALITY AS SERVICE.

Rule Of Success In Haulage Contracting.

Service is indeed the first essential to the successful prosecution of a haulage contracting business, and efficient service in that respect is—punctuality.

Therein lies the salvation of those members of the industry, and particularly those who are operating in a small way, who are at the moment embarrassed by the operations of the rate cutter, says The Commercial Motor.

Those who cut prices are nearly always dependent upon that one "qualification" for the business they obtain. They let all else go by the board. Their operations are such as inevitably lead them to the frequent commission of the one unforgivable sin—unpunctuality—for the narrow margin of immediate profit on which they work does not allow them to keep their vehicles in proper repair.

Breakdowns, however small and unimportant in their nature or cause, are a prolific source of unpunctuality. The haulier who maintains his prices at a reasonable level, refusing to cut, and who takes care that the service he renders is of the best, is bound to win, and that very soon. The moral is, keep up your charges and maintain your vehicles in good trim.

MARINE AUTOGIRO.

British Firm Building New Type.

A new type of marine autogiro has been ordered from a British firm of flying-boat manufacturers. It will be the first machine of its type.

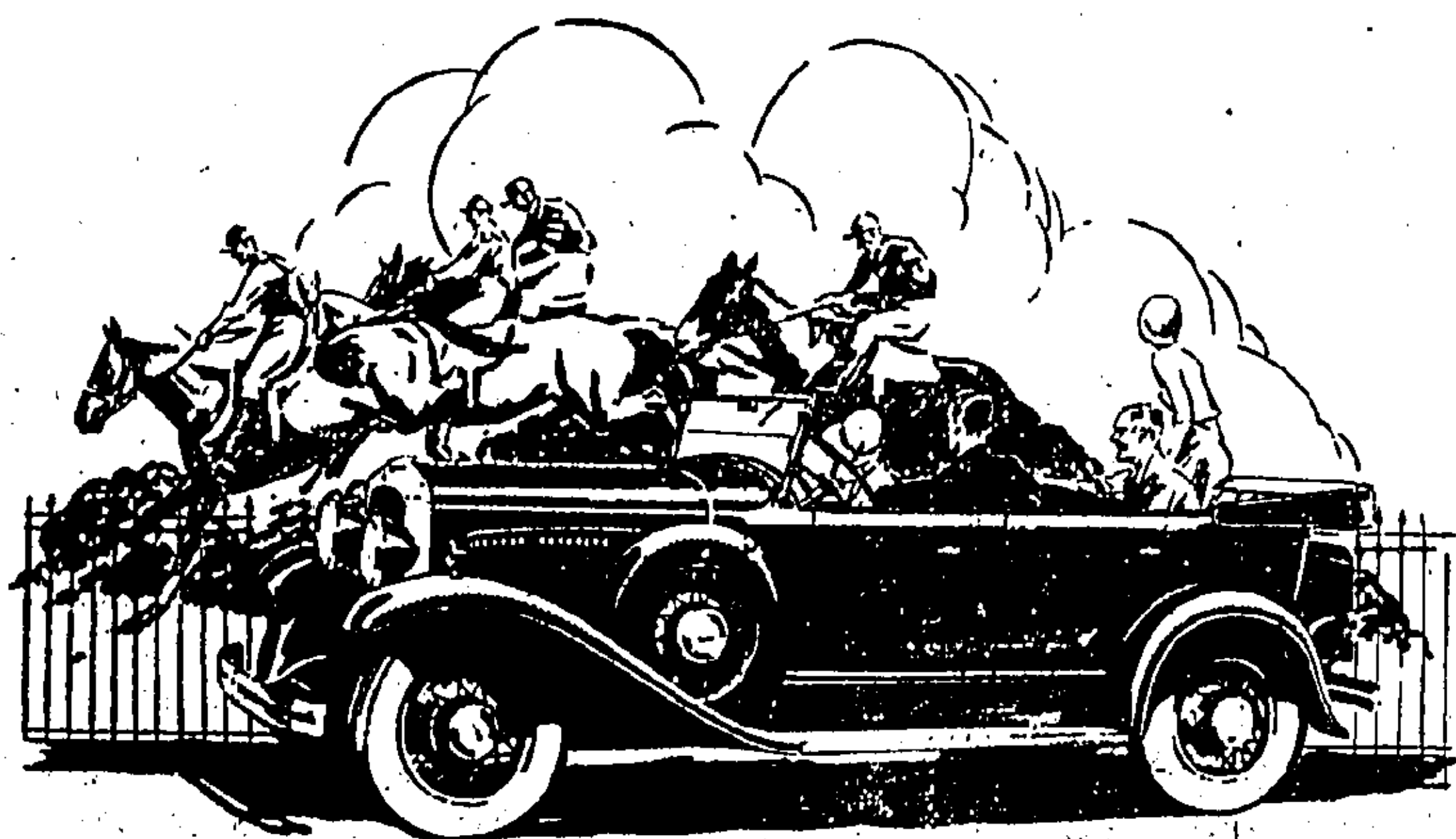
Experiments are in progress to devise a suitable starting device for the lifting rotor. In land-going autogiros the rotor is started by a deflector incorporated in the tail plane.

Advantages claimed for the autogiro are that it can land with a run of less than its own length after descending almost vertically, that it cannot stall and that it can take off after a run of about 30 yards. Its speed is slightly below that of an aeroplane of the same power.

A standard type of autogiro is now stationed at Heston Aerodrome, where it is often flown by Captain Baker, the Chief Instructor.

The U.S. Navy has bought a 300 h.p. autogiro in America.

A BETTER CAR AT LOWER COST



That's the story of today's finer De Soto Six—a better automobile at lower cost. Even better than the famous De Soto Six that broke all sales records for a first-year car—and this means supremacy in its price class. Better! Swifter! Smoother! Smarter! Safer! The finer De Soto Six has a larger, more powerful engine. And a new Steelweld Body—a real advance in body-building, a threefold achievement in strength, silence and comfort. Here's value not to be found elsewhere at anywhere near the new lower prices of the finer De Soto Six.

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THE MAGNETO.

Lecture to Automobile Club.

Lecturing on "The Magneto" at the Royal Automobile Club, Perth, W.A., Mr. Mason, the club technical adviser, said that it had been explained at a previous lecture that if a bar of hard steel were bent into the shape of a horseshoe and then magnetised, it would become a permanent horseshoe magnet, and there would exist between the poles of that magnet a "field of force." It was also stated that one of the methods of producing a current of electricity was to cause a wire (that wire being part of a circuit) to cut through a field of force. It should be remembered that these induced currents will only be set up when the wire is cutting across the path of the lines of force. If the wire is moved in the field and parallel to the lines of force there would be no result. He requested his audience to imagine that two wires be made to cut the field of force at the same time, one up and one down, and that the two wires were part of the same circuit. A current would flow around the loop, but the current would exist only during that time in which the wires were moving.

The Armature.

In the magneto there are a large number of these loops of wire (all part of the same circuit) and they are wound on what is known as a "shuttle type armature." The armature is placed between the poles of the magnet and carried at either end on ball bearings, whilst a shaft connects it to the engine of the motor car. As the engine is turned over the armature is made to revolve and the wires cut across the field of force. One end of this wire (known as the primary winding) is attached to the armature of the magneto and a carbon brush resting on the armature continues the circuit to the frame of the magneto. The other end of the winding is connected to a long screw which connects with one of the contact of the make and break. When the points of the make and break are closed, connection exists to the base plate of the make and break via the bell crank arm, and through a carbon brush which is mounted behind this plate to the frame of the magneto. Thus we have a complete primary circuit.

In the actual magneto the portion of the primary circuit which may be repaired by the owner driver, and which is frequently the cause of magneto failure, is the "make and break assembly" or "circuit breaker," and for this reason the lecturer dealt with it in detail. It consists of a stationary insulated contact point (A) and a movable contact point (B) on one arm of the bell crank (C). Both of these parts are mounted on a brass disc (D), which is securely fastened to the armature shaft and rotates with it. The stationary contact (A) is insulated from the supporting disc (D), whilst the movable contact (B) is in metallic connection with it, and the disc (D) is grounded to the frame of the magneto by a carbon brush fixed behind the disc. The circuit-breaker is surrounded by a cylindrical housing (F) to the interior surface of which are secured steel cam blocks (G and H). Ordinarily the two contact points (A and B) are kept in contact by a spring (H). As the disc (D) rotates, the outer arm of the bell crank (C) comes in contact with the cam blocks (G), whereby the contact points (A and B) are separated momentarily, so breaking the primary circuit. Immediately the primary circuit is broken, the current in that circuit drops to zero, causing a collapse of the lines of force thrown out by that current. As in coil ignition a condenser is connected across the points of the make and break to prevent arcing at the points.

Secondary Circuit.

Over the primary winding of the armature is wound a secondary winding. This is made up of a very large number of turns of fine wire. The beginning of the secondary winding is connected to the end of the primary winding, and since one end of the primary winding is earthed the secondary is also earthed through the primary. The end of the secondary winding leads to an insulated contact ring which is fastened to the armature. This is called the "collector ring" or "slip ring." Resting on that ring is a carbon brush. This is fitted into a terminal, which is rigidly fixed to the frame of the magneto (though insulated from it), and from the upper end of this terminal connection is taken to the centre of the distributor panel by means of a rod of metal known as a "pencil." Inside the distributor panel a carbon brush is made to revolve, being fixed to a toothed wheel, which is in mesh with another toothed wheel attached to the armature. As the brush revolves one edge of it is in continual contact with the centre plate of the distributor panel, and

its other edge touches four other terminals (in the case of a four-cylinder engine) in turn. From each of these terminals a heavily insulated wire is taken, one to the centre electrode of each plug, and as the frame of the plug is screwed into the frame of the car we have a complete secondary circuit broken only by the gap between the plug points. Let us now consider both circuits together. The primary circuit was broken due to the points of the make and break being separated. The current in the circuit dropped to zero, so causing a collapse of the field of force cutting the secondary circuit. With the result that a high tension current was set up at that moment in the secondary circuit, and travelling that circuit jumped the gap at the plug points in the form of a spark.

Safety Spark Gap.

The safety spark gap consists of a little chamber formed on top of the armature cover plate with a top of insulating material. Into the top and bottom of this chamber, spark terminals are set. The spark terminal in the bottom is, of course, grounded and that in the insulated top is connected with the high-tension contact brush by a strip connector. In other words, the safety gap is shunted across the secondary circuit. The gap between the two terminals is longer than the gap between the spark plug points, and ordinarily no spark will pass between these terminals. But if, owing to unusual conditions, no spark can pass at the spark plug and the electromotive force in the secondary winding attains an abnormal value, a discharge will occur at the safety spark gap, thereby preventing the secondary current from rising sufficiently high to jump the insulation of the secondary winding. The width of the gap should be 5-16 of an inch to 3-8 of an inch, and, of course, is always more than the width of the spark plug gap, otherwise the spark intended for the plug would occur at the safety gap. The purpose of the safety spark gap is that it is practically a safety valve for the high-tension current. If, for example, a wire became detached from the sparking plug or from the distributor so that the ordinary path of high-tension current was barred, there would be considerable danger of the current forcing a circuit through the insulation of the armature, and thus doing very considerable damage, were it not given some easier escape. In order to protect the insulation of the armature and all other parts from injury due to excessive voltage, a safety-spark gap is provided to permit the passage of the current to ground without injury. The current will pass across the safety-spark gap in case a high-tension cable is disconnected, or if for any other reason the spark-plug gap or distributor circuit is open.

Ignition Switch.

It is necessary to be able to stop the magneto from producing sparks when it is desired to stop the engine. To this end a strip of metal is taken from a terminal set into the cover of the circuit-breaker and made to rest on the screw which connects the primary winding to the circuit breaker. From the same terminal a wire is taken to the switch, and when the engine is running this switch is open, and the primary current passes through the make and break points. When it is desired to stop the engine the switch is put into the "off" position and the switch becomes closed, so that the centre contact of the make and break is now connected to earth and even though the points open, the current does not collapse in the primary winding because an alternative circuit exists. It may therefore be said that the switch when in the "off" position maintains a continuous primary circuit so preventing the setting up of any secondary current. Mr. Mason then went on to explain what to look for if a spark should not occur at the plug points.

OVER THE TOP WITH A THORNCROFT.

The driver of a Thornycroft two-ton van in the employ of Messrs. Allen-Liversidge, Ltd., the well-known lighting engineers of Liverpool, was given orders to convey a load to an out of the way village in North Wales.

Nearing his destination, and inquiring his road, he was misdirected along a lane which became narrower and steeper as he proceeded until it deteriorated into a rough single track, leading eventually into the famous Bont Newydd Hill. Having arrived so far the driver had no alternative but to tackle this mountain track, which has a wide reputation as an official test hill for motor cycle and car reliability trials, and a sinister one at that for wedding out the unfit. The hill has two acute bends with ditches on either side, and a gradient of 1 in 5, but the driver's confidence in his Thornycroft was completely vindicated for the vehicle set its teeth so to speak,

8,000 MILES.

Epic Journey by Two Lady Drivers.

A journey which not only tested in no uncertain manner to the prowess, courage and powers of endurance of the fair sex, but is also a standing tribute to the quality of materials and all-round reliability of Morris cars, was recently accomplished by the Misses Belcher and Budgett, who have recently arrived in Britain, from the Cape of Good Hope.

These two intrepid women set out in a 1924 second-hand—Morris-Oxford, which already had twenty-five thousand miles to its credit under arduous conditions at the Cape, to journey to Abingdon, in Berkshire.

The fact that no mechanical attention was necessary en route, other than that occasioned by purely accidental circumstances, is striking testimony to the quality of the workmanship and the materials used of six years ago, since when Morris cars have steadily been getting better.

All British.

It is interesting to note that everything in the expedition was British, from the 710 x 90 Dunlop tyres to the Shell petrol and oil used throughout the trip.

The route chosen was via Johannesburg, Abercorn, Nairobi, Juba, Khartoum, Wadi-Halfa, Awan, Alexandria, and then, after a trip on the Mediterranean, across Europe to Calais and so to the Cowley Works, which, of course, are close to Abingdon, Miss Belcher's destination.

The Karroo, 200 miles out of Cape Town, gave the drivers the first taste of some of the conditions that lay before them. Roads little better than corrugated car racks, unbridged dongas, boulders and treacherous sand, were among the difficulties they encountered, which, on arriving in the Tanganyika Territory, became steadily worse.

Delayed By The Rains.

Farther on, the well-known Bahora Flats—low bush country surrounded by hills—held up the expedition for seven weeks, since heavy and late rains had transformed the district into what was virtually an inland lake.

Even after the Flats had dried sufficiently to enable the car to proceed, it was found that the road in places had been completely washed away. Often the car was axle-deep in mud.

In this neighbourhood, too, lions were encountered for the first time, and the couple were destined to make their closer acquaintance in Kenya. They crept around at night, growling as they prowled, frequently coming close up to the car to discover what was in the lean-to tent in which the drivers slept, or rather, where they lay anxiously awake.

After negotiating these treacherous Flats, a cloud-burst was encountered in the mountains, transforming the road, such as it was, into a quagmire. The car sank axle-deep, and the more they dug the deeper "Bohunkus" went. The kit had to be unloaded while a "corduroy" road was made with poles cut from the bush, a procedure entailing hours of work by a band of natives which had to be recruited from the neighbourhood.

Frequently only twenty-five or thirty miles would be accomplished in the day, and the twain, worn out with twelve hours' continuous exertion, would fall asleep after their evening meal, heedless of the imminent danger from wild beasts and natives alike.

Once in Kenya the road improved considerably, and for timid companions the expedition had buck, zebra, wilde-beeste and giraffe and occasionally a shy elephant. Uganda too, although a native protectorate, provided the party with some of the best roads throughout the trip, making a hundred miles a day possible without fatigue.

It is interesting to learn that, generally speaking, the natives were friendly and courteous. Indeed, on one occasion a local chief was so perturbed at seeing two white women alone that he summoned five of his warriors and posted them as guards outside the hut he had given them for the night.

It was in Uganda that "Bohunkus" fell off a rough pontoon into the river. The approach was very steep and the pontoon and gangway old and rotten. These

in first gear, and made a non-stop climb right over the top with its load of approximately 35 cwt.

The driver had the satisfaction of learning he was the first to climb this Bont Newydd Hill on a commercial vehicle, and that the manufacturers a most appreciative letter certified by the signature of a witness who was present, to express his appreciation and astonishment at this outstanding performance of his Thornycroft vehicle set its teeth so to speak,

Those who have ridden in this new Buick, are amazed at the unusual degree of comfort and the marvellous performance of

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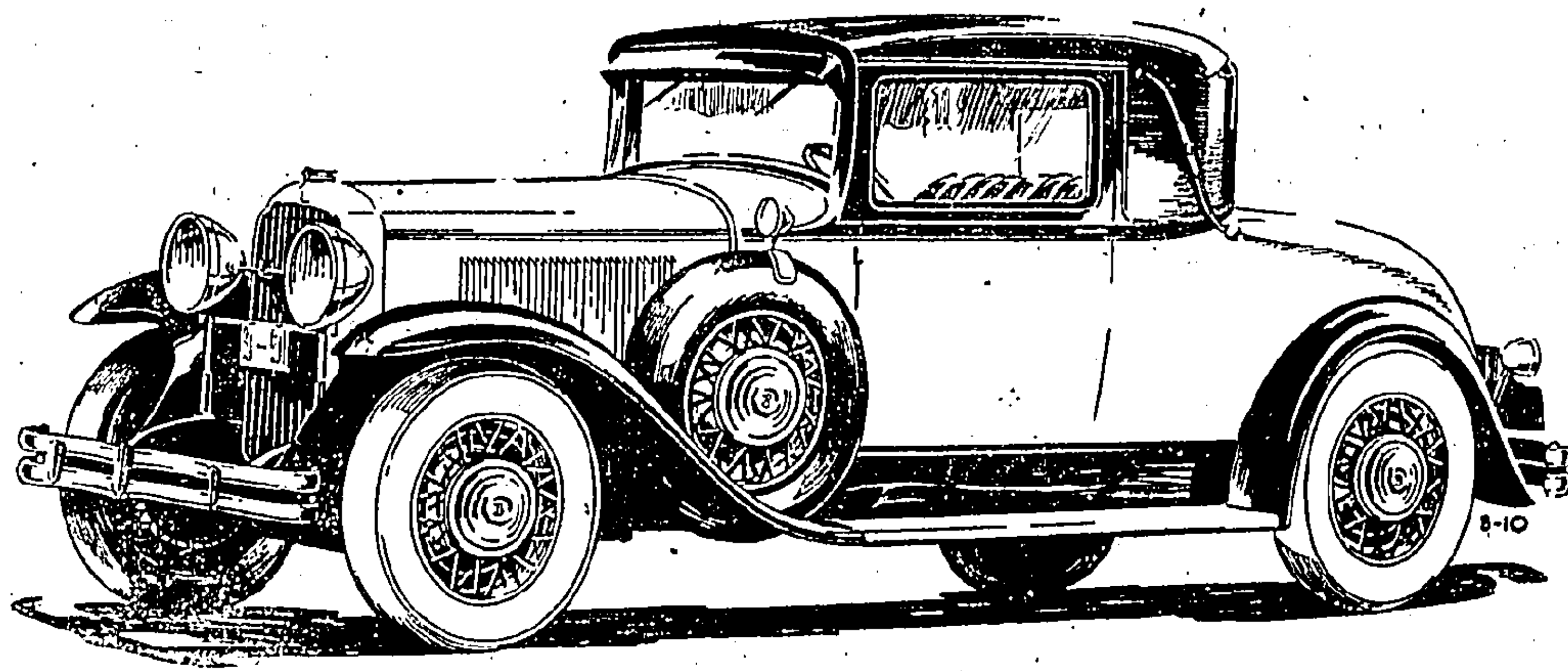
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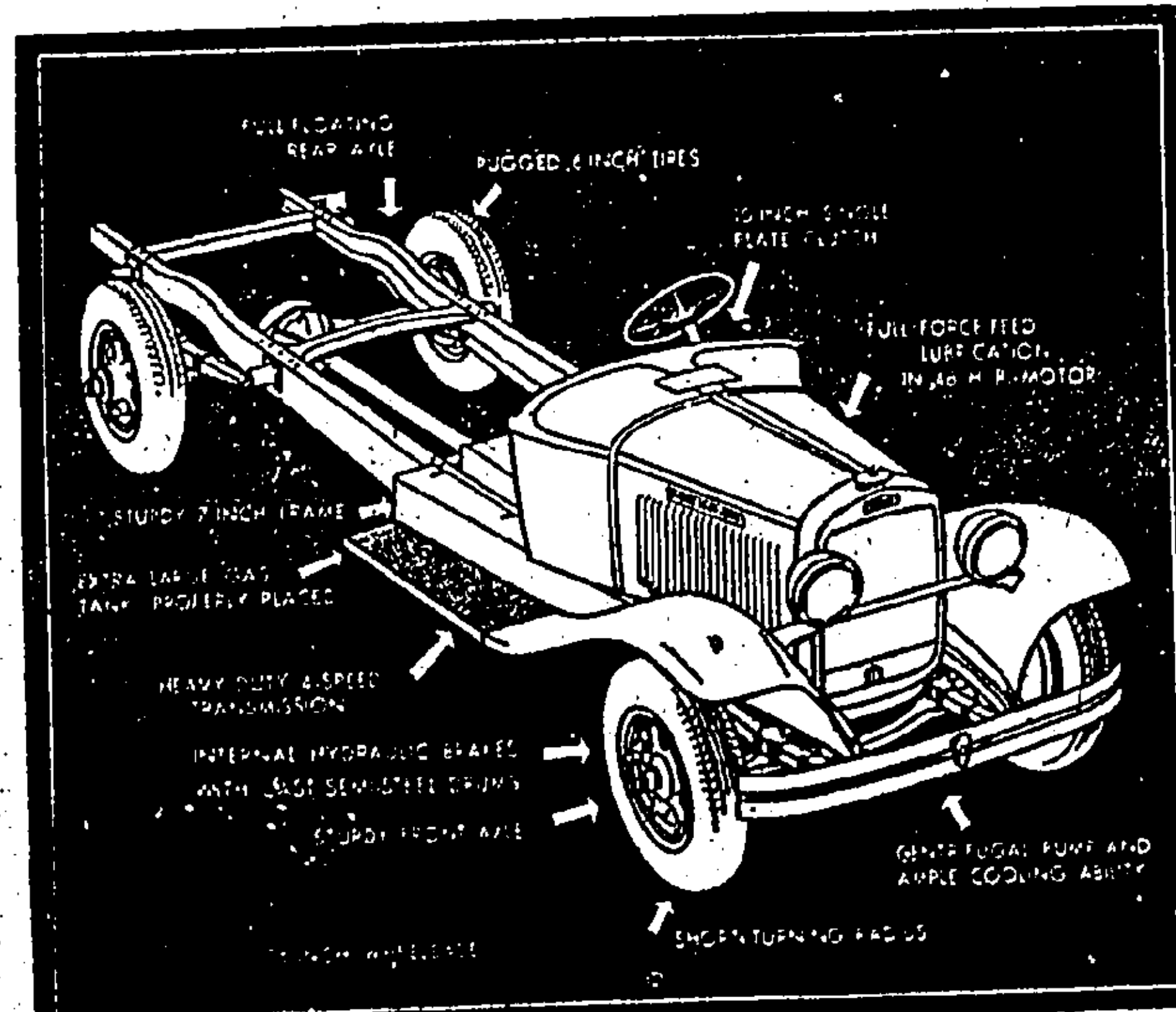


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HONG KONG, THURSDAY, APRIL 9, 1931.

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Secret of Aircraftman
Shaw.

DOCTOR'S WARNING.

"Lawrence of Arabia" is dead. The hero of a hundred thrilling exploits in the desert exists no longer; in his place there is a self-effacing, hard-working, speed-loving fellow who is known to his companions at Cattewater Air Station, near Plymouth, as Aircraftman T. E. Shaw, writes a Daily Express Correspondent. The recent inquiry into the Plymouth flying-boat disaster once more directed the limelight on him, but it was as Aircraftman Shaw and not as Colonel Lawrence that he gave his evidence.

Numbers of people asked, "Why did he do it?" but not one of them found the real reason for his decision to hide himself away in the Royal Air Force and to take an obscure position. It was said that he was tired of public life. It was said that he wanted peace and quiet for the great task of translating the Odyssey.

The real secret was revealed to me by a friend of the aircraftman. Colonel Lawrence joined the Royal Air Force for the sake of his life.

His life was despaired of just before he joined up in 1922.

During his campaigns and travels in the desert and in the forgotten corners of the globe he had been wounded numbers of times. His body was almost riddled with bullets. His doctor warned him that he had only eighteen months to live—and then only if he lived in perfect peace and quiet somewhere in the South of France.

That was not Lawrence's idea of life. Peace and quiet, yes; but idleness, never! So he enlisted as a mechanic in the R.A.F. There he could have perfect seclusion, but there would be hard work and an opportunity of indulging in his favourite craving, speed.

From time to time the name of Aircraftman Shaw was heard—in various towns in India and other parts of the East, and then he came to Plymouth.

"All signs of his failing health have disappeared," said Aircraftman Shaw's friend to me. "The life of discipline and the open air has given him a reprieve from his sentence of death, and he is now as strong as any one."

Always in Uniform.

"He is never seen in anything but his aircraftman's uniform, with his hands grimy from working on oily engines, and often with his face besmeared with grease."

"He is often invited to dinner at the homes of local celebrities, and sometimes he accepts, but he always wears his uniform. It is strange to see him sitting at a gaily decorated table looking like any one taken from an R.A.F. camp, and then to hear him talking in such a way that no one can refrain from listening to him."

"When you first meet him and talk to him you are inclined to think that he is rather mad, but before he has been talking to you for more than five minutes you begin to think that it is you who are mad. An extraordinary man."

"Two or three times a week he dines with the commanding officer. The rest of the week he takes his meals in the mess with the men of his rank. He is universally

REPLY TO SOVIET.

NO ANTI-RUSSIAN CAMPAIGN IN JAPAN.

REGRET EXPRESSED.

Tokyo, Yesterday. Japan's reply to the Soviet protest against last month's shooting affair has been made public.

It repeats regret at the attempt on M. Anikieff, but insists that investigations have failed to show any connection between the attempt on M. Anikieff's life and any anti-Soviet campaign in Japan. —Reuter.

[A Tokyo message of April 7 stated that the Japanese reply to the Soviet protest against the attempt on the life of M. Anikieff, the Soviet Commercial Counsellor, last month, had been handed to M. Troianovsky, the Soviet Ambassador, that evening.]

SOME RAIN.

To-day's weather report from the Royal Observatory states: The anti-cyclone is now central near Shanghai.

Strong to fresh monsoon prevails along the S.E. coast of China and over the N. China Sea.

Forecast:—N. E. winds; strong to fresh; generally overcast; some rain.

Rainfall.

Rainfall for 24 hours ended at 10 a.m.—nil. Rainfall since January 1—5.77 inches against an average of 7.39 inches—deficit 1.62 inch.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:

Hong Kong	66
Macao	69
Prata Island	74
Manila	76
Poochow	58
Amoy	62
Chefoo	46
Shanghai	36

FINE COLLECTION!

HAUL FROM A CHINESE
BATHING SHED.

"A fine collection of things he seems to have got" commented Mr. Schofield in the Central Police Court this morning, when Lai Wah (22) unemployed, was charged with the theft of—a counterpane, a woollen cardigan, a cotton quilt, a red blanket, a pair of flannel trousers, a pair of woollen trousers, a pair of canvas shoes, a towel, a torch, 9 tennis balls, two whistles, a cigarette case, and a Ullmann's stop watch, the property of the Chinese Athletic Association Bathing shed at T'ant-Tze-Mui.

Defendant pleaded guilty, and was sentenced, to six weeks' hard labour. Inspector G. A. Stimson who prosecuted, said that defendant, when arrested, was wearing some of the stolen clothing. The rest of the haul he had wrapped up in a mat, and he was arrested, on suspicion, by a District Watchman as he alighted from a tramcar.

Found abandoned in a lane at the rear of 132, Yu Chau Street, a Chinese boy, about two weeks old, was taken to the Kwong Wah Hospital.

popular with them because he puts on no 'side.'

"His great joy is speed. He has brought a fast motor-boat which formerly belonged to Sir Henry Segrave, and he delights in racing through the Sound. He also runs a fast motor-cycle."

NAVAL DOCKYARD PRESENTATIONS.

Dr. F. G. Hunt and Mr.
E. E. Benham.

RETURNING HOME.

In the Naval Dockyard Recreation Club last night a farewell concert was held in honour of Surgeon-Commander F. G. Hunt, R.N., M.B., and Mr. E. E. Benham, M.I.E.E., Superintending Electrical Engineers. Both gentlemen, who are exceedingly popular, are returning Home on the completion of three years' service here.

The chair was taken by Mr. W. Bickford, and all the heads of departments attended.

During an interval Surgeon-Commander Hunt was presented by Mr. S. R. Tickner, R.C.N.C., M.I.N.A., Chief Constructor, on behalf of the whole of the officers and staff, with a beautiful travelling trunk. On behalf of the Dockyard Club Mr. Bickford presented Mr. Benham with an opium stove and Chin. tea set. The services of the two departing gentlemen were warmly eulogised by the speakers, and both recipients feelingly responded.

The concert programme was thoroughly enjoyed by all, encores being the order of the evening. The programme was as under:

Part I.

Piano Solo—Mr. W. R. Fleming. Dick Barry and a Piano.

Song: "The Skipper of the 'Navy Jane'"—Mr. Cornelius. Monologue: "The Saint and the Sinner" (Anon)—Mr. W. Gill. Duet: "The Quarrelling Duet" from "A Country Girl"—Mr. and Mrs. Cornelius.

Part II.

Duet—Messrs. H. Annes and W. H. Bailey.

Song: (a) "Lilac Tree" and (b) "Keep on Hoping"—Mr. Cornelius.

Monologue: "A Conger Story"—Mr. W. Gill.

Duet: "To My First Love"—Mr. and Mrs. Cornelius.

Song—Mr. W. H. Bailey.

MINING DEADLOCK.

SERIOUS COAL SHORTAGE IN
TIENTSIN.

KAILAN CO. INVOLVED.

Peking, Yesterday.

The deadlock between the Kailan Mining Administration and the Peking-Mukden Railway continues, but it is understood that the coal shortage is much more serious at Tientsin than in Peking owing to the large number of industries at Tientsin and the fact that Peking can more easily obtain supplies from the coal mines at Tatung and Mentoukow; hence while the cost at Peking is somewhat higher than usual, it is still far from famine prices.

The Kailan management are very reticent in the matter, hence the rights of the quarrel are not easy to ascertain.—Reuter.

NO DOLE FOR NEW ZEALAND.

Referring to the unemployment question Mr. Forbes, the Prime Minister, has taken an early opportunity of publicly stating that so long as he is Premier of New Zealand no payment will be made unless work is given for it. He added that he had been advised while he was in England to endeavour to avoid the dole system at all costs.

AMUSEMENTS

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SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

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Depths of
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OUR GANG in "BEAR SHOOTERS."

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grand farce with the
sparkle of champagne and
the thrill and lure of gay
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DORSAY
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DENNY

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YOLA D'AVRIL
SANDRA RAVEL
GEO. GROSSMITH

directed by

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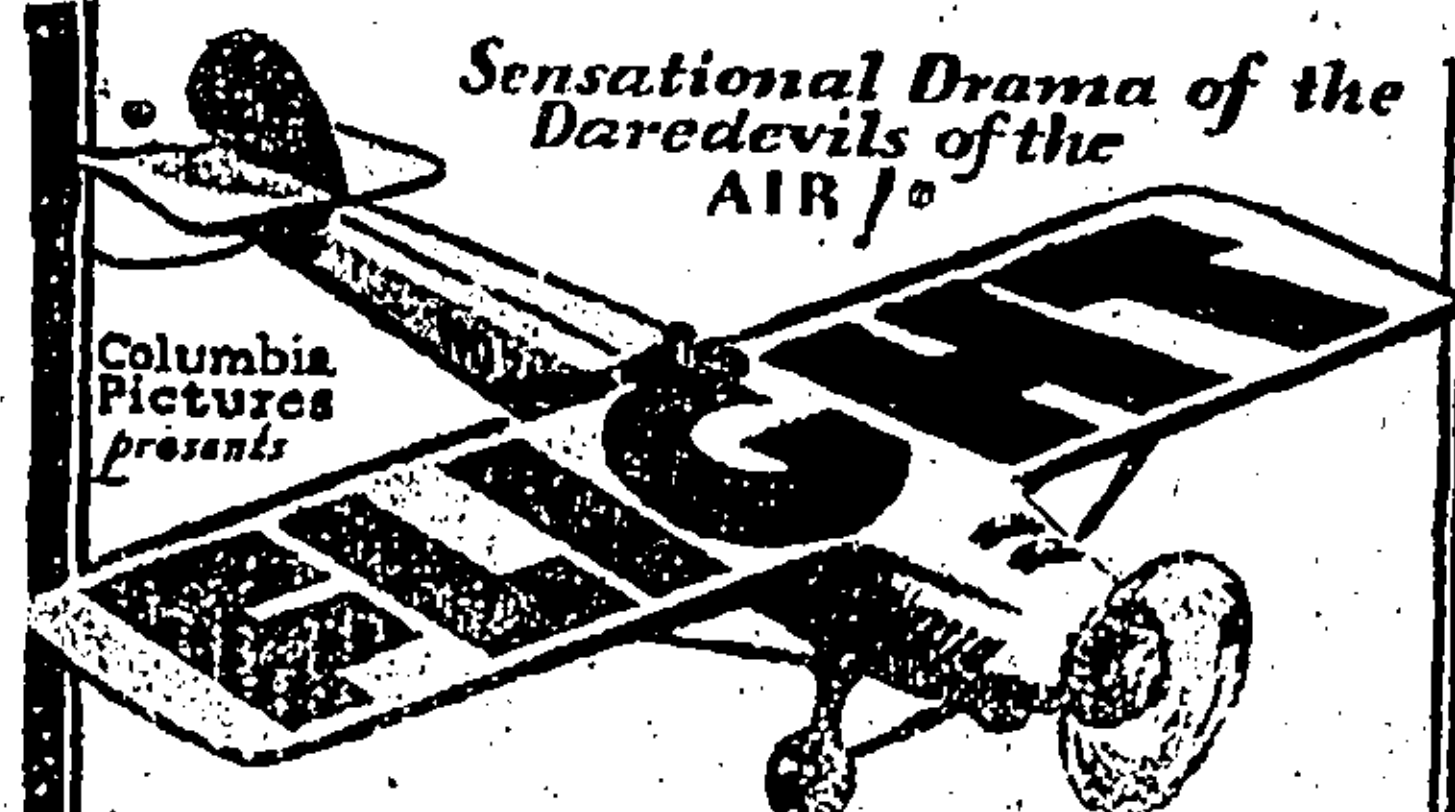
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